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DETROIT

A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER · TRUCK · TIRES · TRACTOR · ACCESSORIES

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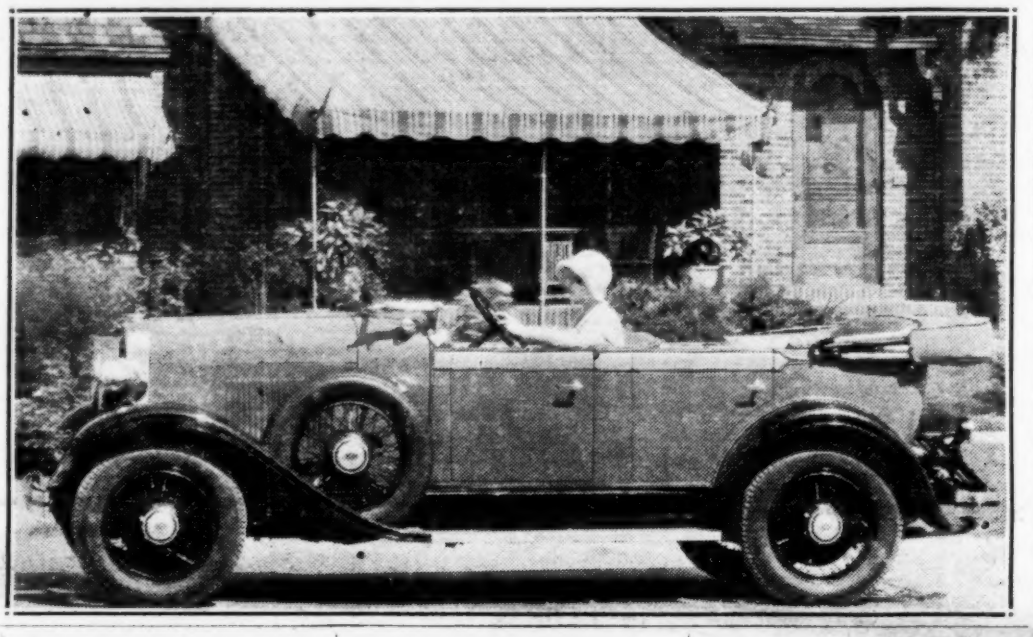
Olds Adds 5 De Luxe Models to Present Line

OLDSMOBILE DE LUXE PHAETON is one of the five new body types announced by the Olds Motor Works today. The de luxe line is mounted on the standard chassis, and, in addition to the standard equipment, carries six wire wheels, spring boots and trunk racks. New color combinations are offered, and all outside bright parts are chromium plated. This model is priced $1,145.



PRICES RUN FROM $1,145 to $1,235

Six Wire Wheels, Tires and Tubes Standard Equipment

NO MECHANICAL CHANGES IN ENGINE OR CHASSIS

Trunk Rack and Spring Boots Added; New Color Scheme

By WALTER BOYNTON

DETROIT, Aug. 2.—Oldsmobile announces five new de luxe models, with body by Fisher. These are in addition to the line of seven body types announced at the New York show, which continue unchanged. The price range is $1,145 to $1,235.

In the de luxe line are a landau, a roadster, a sport coupe, a four-door sedan and a phaeton. Additional equipment, new color treatment, new interior fitments and refinement in design are characteristics of the additions to the Oldsmobile line. Mechanically they are the same as the standard line, with no changes in engine or chassis.

All de luxe models are equipped with six wire wheels, complete. The two spare wheels are carried in fender wells and held in position by a chromium-plated bar-holder, which also supports the locking device.

In the landau, sport coupe and four-door sedan, fenders, step housing, hood sills, front dust shield, rear cross member skirt and lamp tie-rod are finished in color to harmonize with the body. On the road-

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Prices Oldsmobile De Luxe Models

De Luxe Landau	$1235
De Luxe Roadster	1145
De Luxe Sport Coupe	1145
De Luxe Four-door Sedan	1175
De Luxe Phaeton	1145

Prices are f.o.b. Lansing, Michigan

TREND IS TOWARD MORE COSTLY CARS, N.A.F.C. POINTS OUT

Shows Average Price of Cars Up From 1923 List

CHICAGO, Aug. 2.—The average price per new car sold of all types decreased from 1920 to 1923 and has increased each year since, according to the National Association of Finance Companies.

This is shown in the diagram accompanying this article, where the heavy curve near the top represents the total wholesale price of all passenger cars produced in this country, divided by the number of such cars and reduced to a percentage of the average price of 1921. This result seems at first glance, says the N. A. F. A., to be at variance with the well-known fact that prices have been frequently reduced during the last few years, with very few increases.

That the reduction has been large, and practically continuous since 1921 at least, is indicated by the dashed curve which was computed by finding for each year the list price of the cheapest five-passenger closed model, for six well known makes, and reducing the total to a percentage, with the 1921 figure as 100 per cent. These six cars for 1923 cost only 45.8 per cent. as much as their predecessors of 1921, and they are much better cars. "How can this be reconciled with a yearly increase since 1923 in the average price of the cars sold?" asks the N. A. F. C.

"The answer is in part indicated by the curve which starts near the lower left hand corner of the diagram and slants upward to the

(Continued on Page 3)

STEARNS-KNIGHT ADDS STRAIGHT SEAT COUPE

Cleveland, Aug. 2.—The Series 80 line of Stearns-Knight cars has been augmented by a straight seat coupe, with rumble seat, listing at $2,845. This makes seven models in the 80 series, including a five-passenger sedan, seven-passenger sedan, limousine, five-passenger coupe, close coupled sedan and cab roadster.

Branch Managers For Cadillac Hold Session in Detroit

Special from A. D. N. Detroit Bureau

Detroit, Aug. 2.—Cadillac branch managers and distributors to the number of about 600 are holding a five-days' meeting in Detroit. This is the annual get-together, to discuss fall sales plans, inspect the factories and renew acquaintance.

Luncheon was served to the visitors in the General Motors building on the opening day and they were addressed by H. M. Stephens, general sales manager; Lynn McNaughton, vice-president, and Capt. E. V. Rickenbacker.

While they are here, the distributors will visit the General Motors proving ground and will be given a pre-view of the new Cadillac line, which it is understood will be announced the latter part of this month.

JULY SHIPMENTS SET NEW MARKS

Passenger Car Demand Continues Heavy, Reports Show

NEW ORK, Aug. 2.—First reports received from companies telling of July output and shipments show that the movements of passenger cars last month continued very heavy and new records were set in many instances.

Following are reports from six companies:—

HUPP

For the sixth consecutive month shipments of Hupp Motor Car Corporation, have exceeded any corresponding month in its history. July shipments of 5,010 cars compare with 2,567 in July, 1927, and with

(Continued on Page 11)

GRAHAM BROTHERS TRUCK SALES HIGHEST SINCE '26

Detroit, Aug. 2.—With July production of trucks and motor coaches averaging 298 units daily, Graham Brothers, the truck division of Dodge Brothers, reports the heaviest sales of any month since June, 1926, and the best July business in its history. Production for August will be maintained at the pace set in July, which approximated 6,900 units, according to company officials.

NOTICE

This issue of Automotive Daily News has been mailed to every Oldsmobile dealer in the United States.

U. S. Investigates Chrysler Merger

Washington, Aug. 2.—Investigators of the Federal Trade Commission staff have examined details of the Dodge-Chrysler merger, but the commission has taken no action toward an official inquiry and none is expected.

Under the Clayton anti-trust act the commission is authorized to investigate all important industrial combinations without the necessity of institution of a formal complaint.

Issuance of an anti-trust law complaint against the Chrysler-Dodge combine was viewed as unlikely, however, by members of the commission in Washington.

GENERAL TIRE SALES UP

Akron, Aug. 2.—The General Tire and Rubber Company sales increased 16 per cent. in the first eight months of its fiscal year over the corresponding period of last year. Owing to heavy inventory losses on crude rubber, net earnings for the period were reduced to 2 per cent. on sales.

Strong Says Co-Operation Factor in Buick's Growth

FLINT, MICH., Aug. 2.—Buick's silver anniversary banquet, tendered here last night by the Flint Chamber of Commerce, was attended by a score of notables of General Motors and city and state officials.

The speakers were Alfred P. Sloan, Jr., whose speech was printed in Automotive Daily News of August 2; E. T. Strong, president of Buick; C. F. Kettering, Fred W. Green, governor of Michigan; Cady B. Durham, Buick vice-president, and C. S. Mott, vice-president General Motors.

Mr. Strong, who spoke an co-operation, said in part: "Co-operation must exist in the life of each individual or small company, the same as in large corporations if we hope to succeed. Had co-operation not been an outstanding factor within our own Buick organization, the result and picture of our twenty-fifth anniversary would be an entirely different one. Co-operation without a goal or a united purpose is useless.

"Co-operation must apply to every department. It must be carried to our dealers organization and from them to our customers."

Mr Strong said another important factor in the conduct of any business is the injection of younger blood. In other words, the older

(Continued on Page 11)

Chevrolet Adds 4 Speed Truck With 4 Wheel Brakes

Detroit, Aug. 2.—Chevrolet announces the addition of a new utility truck to its line of commercial vehicles. It offers several unusual features—a four-speed forward transmission, four-wheel brakes and a channel steel bumper. The new truck went into production at all the plants July 2 and will be on view this week at Chevrolet salesrooms all over the country.

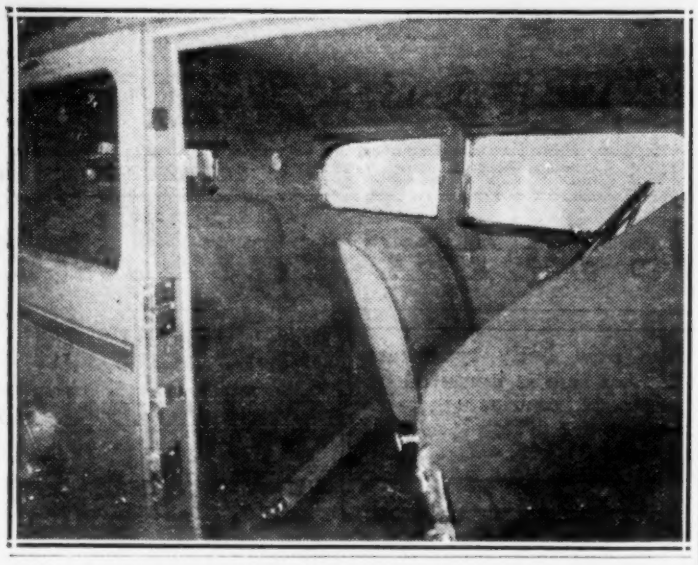
The four-speed forward transmission insures a more efficient application of power. Extra low-speed gear provides maximum pulling power when required, and normal driving requirements are cared for by second, third and fourth speeds.

A welcome feature is a power take-off port, to which various power appliances can be attached, making the truck available for power purposes when it is not traveling on the road.

The four-wheel brakes are non-locking, internal expanding, and carry a total of 317 inches of

(Continued on Page 2)

STUTZ ADDS A TWO-DOOR COUPE mounted on the 131-inch Stutz chassis. The coupe is built for five passengers and has divided front seats which tilt forward, allowing easy entrance to the full straight across rear seat. The interior is finished in fine durable mohair, and the exterior carries out the low rakish lines of the other Stutz models.



JERSEY INSURANCE CONCERNS GET MASSACHUSETTS WARNING

Trenton, N. J., Aug. 2.—Massachusetts has notified automobile liability insurance concerns in New Jersey that insuring cars against confiscation will not be tolerated in the Bay State. Most of the insurance companies under New Jersey charter are operating in Massachusetts. The insurance commissioners are said to have notified 350 companies of the new ruling. The policy under ban insures autoists carrying liquor in their machines from loss through confiscation by the Federal government.

TRADE VOLUME STILL BETTER THAN SAME PERIOD IN 1927

Washington, Aug. 2.—The volume of trade during the week ended July 28, as measured by check payments, was greater than a year ago but smaller than in the preceding week, the Department of Commerce weekly statement indicated today.

Chevrolet Adds Four Speed Truck

(Continued from page 1)

braking surface, and there is a separate and independent set of external contracting emergency brakes on the rear wheels.

A new loading height, forty-one inches from the ground, is provided by a special "kick-up" feature of the long chassis and an unusually long frame support, extending behind the center of the rear axle, insures proper distribution of load.

The new truck was tested by thousands of miles of service at the General Motors proving ground before it was approved for production.

FORD INCREASES ORDERS IN STRIP, SHEET STEEL

Cleveland, Aug. 2.—The Daily Metal Trade says Ford Motor Company is increasing specifications for strip steel and steel sheets. Auto body makers having Ford contracts also are taking more steel. Ford Company recently closed contracts for about 7,000 tons of soft steel bars. With production on Model A scheduled to jump from less than 3,000 to more than 4,000 a day before September 1, Ford continues the big factor in the Detroit steel market.

FIRESTONE DIVIDEND

New York, Aug. 2.—The Firestone Tire and Rubber Company declared regular quarterly dividend of 1¾ per cent. on the 7 per cent. preferred, payable August 15, to stockholders of record August 1.

U. S. RUBBER MEETING

New York, Aug. 2.—The meeting of United States Rubber Company directors has been postponed to August 15.

SPARKS *from* DETROIT

Motor Tourists
* * *
The Air Tour
* * *
Stolen Cars

Walter Boynton—Detroit Editor

IRRUPTION of American tourists into Canada in automobiles is breaking all records this season, officials report. They are "paying guests" in every sense of the word, for last year the figures show that they spent close to $117,000,000 in the dominion. A heavy increase in revenue from the tourists is confidently expected this year.

* * *

When aviation enthusiasts gathered in Detroit to do honor to the returned pilots and passengers of the National Air Tour, there was an enormous and an enormously enthusiastic crowd to do the honors. Harvey Campbell, vice-president and secretary of the board of commerce, was a passenger on the tour, and he presented some interesting if somewhat irrelevant statistics in connection with the trip.

"If all the chickens," said Mr. Campbell, "that were served to us in the twenty-eight days of the trip were placed end to end they would reach out twenty-five miles into the Atlantic Ocean. And," he concluded fervently, "I wish they would."

Mr. Campbell's aversion to chicken as an article of diet, following something like a surfeit of this principal dish at luncheons, dinners and suppers, was so pronounced that he had given distinct orders that anything but chicken would be welcomed by the guests. So the Statler chefs prepared roast lamb and every one enjoyed it but Mr. Campbell, who was specially served with chicken.

* * *

ANOTHER "gag" that went pretty well was that the orchestra started to play "Ramona," and there was a hearty groan from the guests. Mr. Campbell stopped the orchestra and explained that this gem had been played in every town on the tour at every entertainment except in Missoula, Mont. "The only reason that they didn't play it for us there," explained Mr. Campbell, "was that the town didn't happen to have an orchestra. We've heard it a lot, and I know that it will be appreciated if it is omitted tonight."

So the orchestra promptly played "Ramona" all through and quite loudly, responding gladly to an encore from that part of the audience that had not heard it every day for four straight weeks.

* * *

A deserved tribute to the mechanics who played such an important part in making the air tour so outstanding a success was paid by several speakers. One pilot made a brief but practical talk on the subject. After relating that the AC Spark Plug Company had paid him $500 as a prize for finishing in the first group of flyers he announced that he would turn the check over to his own mechanic if the latter would come forward. He had scarcely finished making his offer when the mechanic was at his elbow and the check changed hands.

* * *

DETROIT detectives who have been spending some time in Findlay, Ohio, in an effort to locate half a hundred cars stolen here, have recovered sixteen of the missing automobiles and have arrested Arthur E. Altman of the Ohio city, who is charged with receiving stolen goods. The officers say that the cars recovered were found in his used car establishment. For some time the existence of a skillful ring of automobile thieves has been strongly felt in Detroit, where the disappearance of car after car has been baffling the police until now. Altman was held for the Federal authorities.

* * *

W. E. Noble, a young man of 74, is the oldest employee in the service of the Oakland Motor Car Company, with which he has been associated since even before the beginning. In fact, he dates back to the Pontiac Buggy Company, out of which the Oakland company really developed. Mr. Noble has thirty-four years of continuous service with the two companies to his credit. He began as an upholsterer, and as long ago as 1894 he was master trimmer of those sidebar buggies that used to flash along the roads. When one little building was set aside in 1907 for the experimental manufacture of the horseless variety of buggy Mr. Noble was put to work on automobile trimming. He has been at it ever since.

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HARRISON RADIATORS

For 14 consecutive years
Hudson motor cars
have been equipped
with Harrison
Radiators

AVERAGE CAR PRICE UP FROM 1923 LIST

N. A. F. C. Says Closed Type Trend Has Caused Change

(Continued from page 1)

right. This curve corresponds to the percentage of the passenger cars made each year that were of the closed type. In 1919, ten per cent. were closed and ninety per cent were open, while last year 82.8 per cent. were closed. The ratio last month was close to 85 per cent. This alone is almost enough to account for the increasing average price, because of course, the closed models are, in general, more expensive than the open ones. That is not quite the whole story, however, because during these same years the proportion which Ford output bears to the entire production has geen decreasing. In other words, the buying trend has been toward more costly makes. Where the "Average Wholesale Price" curve will go this year and next depends to a considerable degree upon the extent of the Ford come back. The following table gives the figures from which the diagram is plotted.

PASSENGER PRICE CHANGES

Year.	Average Wholesale Price.	% of 1921.	Average List Price of Six Closed Cars.	% of 1921.	Per Cent. Closed Cars Made.
1919..	$882	122.0	....	....	10.3
1920..	950	132.5	....	....	17.0
1921..	717	100.0	$1,665	100.0	22.1
1922..	646	90.1	1.293	78.0	30.0
1923..	607	84.7	1.177	70.7	34.0
1924..	618	86.2	1.067	64.1	43.0
1925..	656	91.5	924	55.5	56.5
1926..	694	96.8	824	49.5	72.0
1927..	735	102.5	776	46.6	82.8
1928..	...	...	762	45.8	...

"According to figures compiled by the United States Bureau of Public Roads, the number of cars registered in Massachusetts increased by six-tenths of 1 per cent. during 1927, as compared with an increase of 5.1 per cent. for the country as a whole. Only two states have a worse record than Massachusetts, namely, Florida and Arkansas, both of which showed decreases of between 1 and 2 per cent. The decrease in Florida, of course, was due to the collapse of the real estate boom, while that of Arkansas is probably attributable to the Mississippi Valley flood. It is generally conceded, even by the advocates of that measure, that the compulsory insurance law is responsible for the reduced registration in Massachusetts.

"Frank A. Goodwin, former registrar of motor vehicles for Massachusetts, is quoted as having said, in reply to the charge that the law had driven many cars off the road: 'Sure it has. I am proud of that fact, because the cars that have disappeared are those ramshackle vehicles that are the greatest menace on our highways.' This is one of the arguments that has been most vigorously advanced by the advocates of compulsory insurance, that it would reduce accidents by eliminating from the roads the most dangerous class of vehicles. We have always doubted this. It is clear enough that any plan which levies a substantial additional tax on the motor car owner, as compulsory insurance does, will eliminate a good many of the cheap used cars, but it has never seemed obvious that this type of car is responsible for any undue share of the accidents.

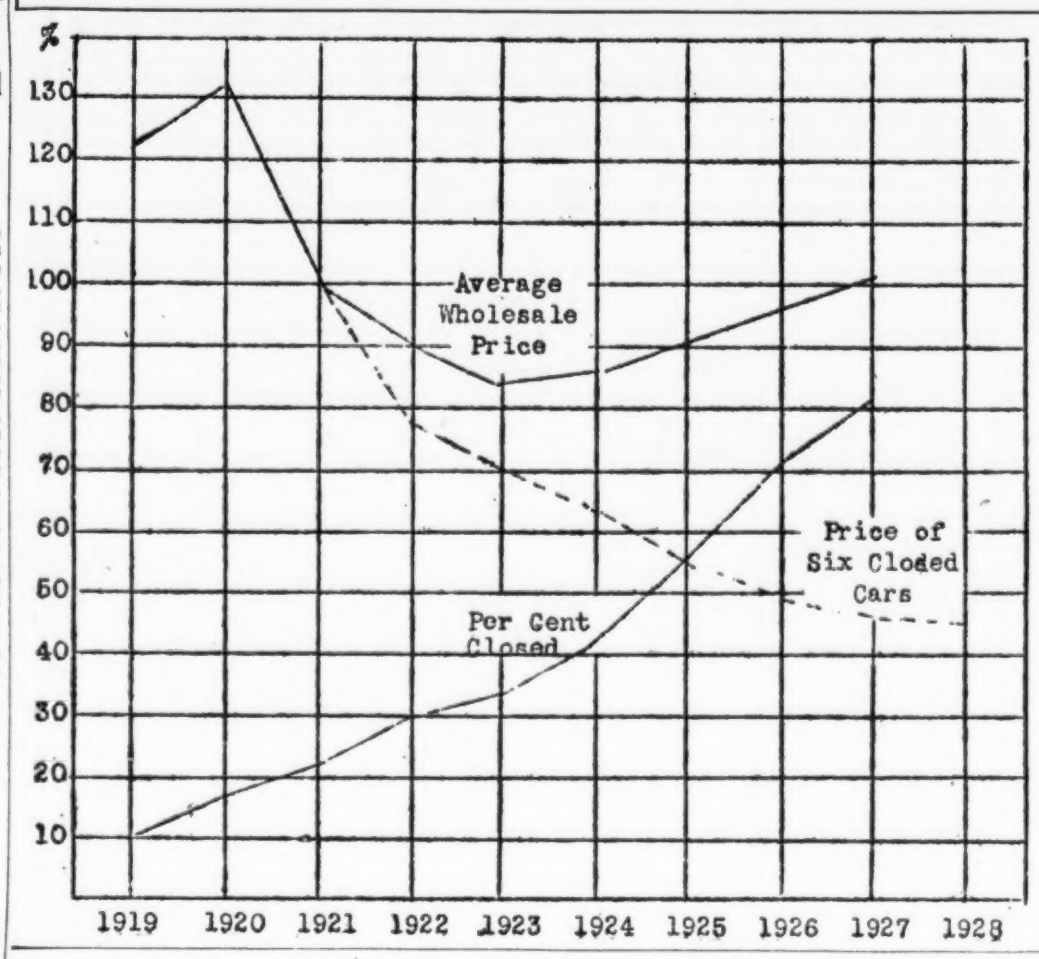
"Now comes a report by the New York State Bureau of Motor Vehicles which completely demonstrates the erroneous basis of that argument. It is a very thorough analysis of the 71,891 automobile accidents which occurred in that state in 1927. These accidents involved 92,991 cars whose condition at the time of the accident is analyzed as follows:—

	No. of Cars	% of Total
1. In apparent good condition	57,644	61.99
2. Brakes defective	700	.75
3. Steering mechanism defective	394	.42
4. Glaring headlights	364	.39
5. One or both headlights out	229	.25
6. Tail light out or obscured.	185	.20
7. No chain (wet or slippery ground).	1,459	1.57
8. Other defects in equipment	300	.32
9. Puncture or blowout	218	.23
10. Not stated	31,498	33.88
	92,991	100.00

"Only three of these items, numbers 2, 3 and 8, are of a kind that are any more likely to characterize cheap used cars than the average run of cars. Together they account for 1.49 per cent. of the accidents. But of course it is not true that anywhere near all of these were old worn out cars. Defective brakes, for instance, can, and often do occur, with cars that are nearly new. However, the important thing is that car defects of all sorts are an extremely small factor in producing accidents. If we eliminate from the list glaring headlights and lack of chains, which are controlled by the driver and are not car defects, we find that all other defects existed in only 2.17 per cent. of the cars involved. Moreover, this conclusion does not need to be modified materially by reason of the fact that the condition of the car was not stated in one-third of the cases, for it is the well known habit of drivers who have been in an accident to lay the blame on defective brakes or some other defect if they can, so we may be sure that in nearly all cases where the condition of the car was not stated no defect was discoverable.

"The net result is that if we could eliminate from the roads not only the old ramshackle vehicles but all defective cars of every age and condition we would reduce the number of accidents by only about 2 per cent. It is our conviction that if statistics covering the question were available it would be shown that the largest proportion of accidents result, not from the old cheap cars, but from the new high-powered cars; not because the latter are inherently more unsafe, but because they are potentially more dangerous weapons and because they are preferred by the reckless driver. In this connection it is worth noting that insurance premiums on liability policies are higher for the more costly makes of cars, but do not vary with the age of the car."

N. A. F. C. Diagram Shows Trend to Closed Cars



Allis-Chalmers Co. To Enlarge Plant

Milwaukee, Wis., Aug. 2.—The Allis-Chalmers Co. plans to erect an addition to either its West Allis, Wis. plant or Springfield, Ill., plant for the manufacture of Monarch tractors. Officials declare that the capacity of the present plant in Springfield will have to be doubled to supply the demand.

The sixth trainload of farm tractors with fifty freight cars, each containing four machines, went to Regina, Sask., last week. The total weight of the trainload was 1,000,000 pounds. The Allis-Chalmers farm tractor business is expected to reach $5,000,000 during 1928. It was $2,000,000 last year. Seven hundred men are employed in the tractor plant, of which H. Merritt is manager.

RAWSON FINDS BUSINESS GOOD IN EAST; NEW MOON LINE MAKES RAPID GAINS

St. Louis, Aug. 2.—R. A. Rawson, general sales manager of the Moon Motor Car Company, has just completed an extended trip through the East with a view of analyzing business conditions. Several sales meetings have been held in New York city, Boston and Philadelphia.

Mr. Rawson made a very favorable report on conditions and states the Moon-Aerotype is making rapid strides in every city he has visited.

In addition to his analysis, the many large orders and new accounts secured have kept production at a maximum at the Moon factory in St. Louis.

Overland Sends Gartley to Toledo; Best Becomes Manager at Detroit

Special from A. D. N. Detroit Bureau

Detroit, Aug. 2.—Perry C. Gartley, who has been Detroit branch manager for Willys-Overland since December 1, 1926, has been appointed a regional sales manager for the company and will make his headquarters at Toledo, beginning August 1. He is succeeded at Detroit by C. A. Best.

C. A. Best

Mr. Gartley is an old-time automobile man. At one time he was stationed on the Pacific Coast, but joined Willys-Overland as sales manager for the Overland-Wisconsin Company at Milwaukee in January, 1921. Shortly afterward he was made vice-president, and when Willys-Overland took the company over in 1924 he was made branch manager.

In the nineteen months that he has been in charge at Detroit, Mr. Gartley has established new records for Whippet and Willys-Knight sales, the volume in 1928 thus far running 400 per cent. of last year. His final month here the company showed 600 registrations in Wayne county. A farewell party is scheduled in his honor for Wednesday night.

C. A. Best, Mr. Gartley's successor at Detroit, is an old associate of Gartley. He was with him as assistant branch manager at Milwaukee and came to Detroit with him as assistant branch manager in charge of wholesale operations. A year ago he was transferred to Dallas, Tex., as zone manager in that territory. J. P. Haggott, who for several years has worked with Mr. Gartley, remains in Detroit in charge of retail operations in this territory.

for Economical Transportation

CHEVROLET

The Chevrolet Motor Company provides its dealers with a car to meet every need and to suit every driving preference—an outstanding sales advantage in the low-price field. Not only are there seven beautiful Chevrolet models to select from, but each model offers numerous individual features—enabling dealers to offer the widest possible choice for every buyer.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

QUALITY AT LOW COST

Bigger and Better

Olds Adds Five De Luxe Models to Present Line

(Continued from page 1)

gter and the phaeton these parts are finished in black enamel.

The removal of the spare tire carrier from the rear end of the de luxe models and providing facilities for carrying the spares in fender wells has made it possible to add a trunk rack as standard equipment. This rack is of the folding type and can be used in the down position to carry trunk or luggage or can be folded against the rear quarter when not in use.

Twin beam head lamps, radiator shell, bumpers and other exterior trim are chromium plated, a process pioneered by Oldsmobile. All four springs are encased in leather boots. Besides the extra equipment, the de luxe cars carry all of the standard equipment. This includes front and rear bumpers, four Lovejoy hydraulic shock absorbers, rear vision mirror, stop light, automatic windshield wiper and engine heat indicator and gasoline gauge on the instrument panel.

Heavy mohair upholstery of attractive design is used in all closed jobs and gray leather in the phaeton. In the landau, the instrument panel is of burled walnut finish.

The landau is finished in Trauville blue, with London smoke on the molding and Lorenda green for striping. The roadster domes in two tones of green, Orinoco and Amazon, with belt panel at the sides in Locust cream. The sport coupe is distinguished in Crockett brown on the upper panels and Toledo brown below. Belt panel is in Locust cream, with London smoke color on the garnish molding and golden yellow stripes. A harmonized use of Birmingham and Bloomfield greens marks the four-door sedan, with London smoke moldings and cream stripings.

Smart shades of gray are used to finish the phaeton body. Dust Proof and Armorial are used above and below, with Abbott gray in the belt panel and ivory striping.

As previously mentioned the de luxe line of Oldsmobiles will retain the same mechanical features that have been used in the standard line since its announcement early in the year. The six-cylinder L-type engine, with a bore 3 3-16 inches and a stroke 4⅛ inches, rated at 24.4 horsepower and developing 55 b. h. p. at 2,700 r. p. m. This power plant has a piston displacement of 198 cubic inches and is equipped with cast iron pistons.

A four-bearing crank shaft, statically and dynamically balanced, is used with full-pressure lubrication to all main, connecting rod and cam shaft bearings. Oil is kept clean of grit through the use of an AC oil filter. AC gasoline filters and air cleaners are also standard equipment. A Schebler carburetor is used, Delco-Remy ignition and electrical system has been retained intact.

Clutches are the same as used in the standard models, and are the

(Continued on Page 7)

DETROIT'S AUTOMOBILE CLUB REPORTS 75,000

Special from A. D. N. Detroit Bureau

Detroit, Aug. 2.—W. A. Bachman, membership director of the Detroit Automobile Club, reports a present membership roster of very close to 75,000. This total places the Detroit organiation at the head of the list of 1,042 similar clubs affiliated with the American Automobile Association, a distinction that it has now held for three consecutive years.

In the first six months of 1928 the club, with seventeen branches in the state, showed an increase of 268 per cent. in membership over 1927, and in May maintained an average of sixty-seven members, every day. This, too, is a new record for automobile clubs.

Start on Equiping Gray Iron Foundry For Chevrolet Co.

Cleveland, Aug. 2.—Fabrication of the equipment for a system of continuous conveyors for the new gray iron foundry of the Chevrolet Motor Car Company at Saginaw, Mich., have been started here by the C. O. Bartlett & Snow Company.

The contract is the largest ever placed for such equipment. It will be for handling and preparing sand and for carrying flasks, molds and castings during the process of manufacture. Supplementary equipment is also being built for handling coke and limestone and for delivering these materials into the cupolas.

The new equipment will make possible the application of straight-line continuous methods to the production of castings. The operations required in production will be performed on the new equipment, as it moves along on conveyors in much the same manner as automobiles are assembled on moving conveyor lines.

The new Bartlett-Snow equipment comprises fourteen units, each for a specific class of work. The total weight of the equipment will be 6,000,000 pounds. Cost will run close to $700,000.

A year ago the company completed a system of conveyors for the Buick division of General Motors, which was then the largest single contract equipment ever ordered.

BROOKS & KINGSBURY TIRE CO. SUCCEEDS SEIBERT & BAIME

Newark, N. J., Aug. 2.—The Brooks & Kingsbury Tire Company, Inc., 403 Plane St., this city, announces that it is the successor to Seifert & Baime, Inc., which operated at the same address, as distributor of Kelly Springfield tires and tubes. The new concern announces that it will install a delivery system either to homes or garages and that it will operate both a bus and truck and passenger car service station for tires.

New Jersey Body Builders Report Big Gains for July

NEWARK, N. J., Aug. 2.—Automobile body plants in New Jersey during July showed gains of from 25 to 62 per cent. over the same month of 1927 and kept pace with the previous six months of this year in shattering last year's records.

Operators of body - building plants are optimistic of the future, as is shown in their plans for expansion and the announcement of new lines for the fall and winter. Plants making bus bodies and bodies for commercial cars report the greatest gains in July.

Reflecting the prosperity of the bodymakers is the continued activity in the automobile manufacturing plants, with Durant at Elizabeth leading in production gains. The Ford assembly plant at Kearny is increasing its output, although no figures are available as to the daily output. The plants of the American-La France and the Mack Truck are working at capacity.

The activity in both automobile and body lines is also reflected in the plants manufacturing accessories and parts, although there has been a seasonable slowing down with July, however, recording big gains over July, 1927.

Bus and truck operation in the state, according to Motor Vehicle Commissioner William L. Dill, has shown a substantial increase over 1927, due to the ease with which transportation can enter New Jersey via Staten Island, New York city and Pennsylvania.

PETER WENDELL & SONS

Daniel C. Wendell, treasurer of the Peter Wendell & Sons, Newark, builders of automobile and commercial bodies, predicts that the last half of 1928 will be better than the first six months for his concern, which had an increase of 25 per cent. in that period over the first half of 1927. The plant is operating at capacity with expansion planned to keep up with the growth of the concern.

MOTORCRAFT CORP.

The Motorcraft Corporation of Newark is planning to market several new part items. Business in July was reported as better than in July last year, although the plant here is not working at capacity.

ROLLER BEARING CO.

The Roller Bearing Company of America is located in its new home in Trenton, where it has more floor space needed to speed up production to handle orders on hand. The concern, which for a number of years was located in this city, was forced to seek larger quarters.

FISHER BODY CO.

The Fisher Body Company of Union City will locate a branch in Bayonne, according to John Fisher president. The company has leased from John M. Kramer, automobile latest equipment will be installed in dealer, his new building at Boulevard and 51st St., Bayonne. The the modern daylight building and operation is expected to start by Aug. 15. The company's business in July was 35 per cent. better than in July, 1927, and Mr. Fisher expects greater gains when the concern is operating both plants.

HAYES-HUNT CORPORATION

The Hayes-Hunt Corporation, body builders for Durant motor cars, is operating at capacity in its Elizabeth plant to keep up with the Durant production, according to officials at the factory. Both the Hayes-Hunt and Durant plants report great gains over 1927 figures.

H. Z. CUTLER COMPANY

The Herman Z. Cutler Company of Bridgeton, manufacturer of passenger cars, bus and truck parts, reports a gain of 62 per cent. over July, 1927, with his plant force working overtime to keep up with orders. Business in the first six months of this year was 200 per cent. better than in the corresponding period in 1927, Mr. Cutler says, while in July there was a seasonable let-up, but he expects to increase his output during the fall.

AMERICAN-LA FRANCE

Charles B. Rose, president of the American- La France, says that business in July was way ahead of July, 1927, and believes that business will continue good for the rest of the year.

INTERNATIONAL NICKEL

The continued increase in automobile and body sales in this state, has increased the output of the as well as throughout the country, International Nickel Company at Bayonne. The plant in that city has been working at capacity for some time, and officials report that plans are under way in Huntington, W. Va., to enlarge the smelting capacity.

For years Oldsmobile has used New Departure Ball Bearings—there are 13 in each of the new models announced today

THE NEW DEPARTURE MFG. COMPANY
Bristol, Conn.

Detroit *Chicago* *San Francisco*

Air Tour Pilots Want Collins to Manage in 1929

Special from A. D. N. Detroit Bureau

Detroit, Aug. 2.—National Air Tour pilots have presented a petition to William B. Mayo, chairman of the tour committee, asking that next year's tour be taken out of the hands of the Detroit Board of Commerce and made a separate organization, under the management of Capt. Ray Collins, who has acted as referee of the tours for the last four years.

Dissatisfaction with the advance arrangements and the handling of the fleet is expressed in the petition, in that the referee was not given complete charge. An accounting is also asked for the $80,000 fund raised to defray the expenses of the tour.

Mr. Mayo told the pilots that their complaints would be investigated, but criticized their request for an accounting. "The money was capably handled," he said, "and the books are open to the inspection of any one who wants to look at them."

Harvey Campbell, vice-president and secretary of the board of commerce, says that his organization is perfectly willing to have the tour taken out of its hands by any one who will undertake the details, including the raising of the necessary funds.

PAY YOUR RENT WITH ACCESSORIES

Accessory Sales Help Ford Dealer Over Slack Period

By HERSCHELL FOX

SAN JUAN, PORTO RICO, Aug. 2.—"Does it? I'll say it does!"

It was one of the Smallwood brothers talking. His ready answer was given to the question put to him, "Does your accessory department pay the rent?"

Smallwood Brothers is the largest distributor of Ford cars in the West Indies, and in addition to the cars carries accessories of all kinds. In the large five-story building, located on automobile row in San Juan, about one-half of the 100-foot front salesroom is given over to accessories. Carrying automobile parts is rather an anomaly on the island. This is due to the fact that, unlike the mainland, few of the automobile dealers in Porto Rico carry automobile accessories, this by-product of the industry being left to exclusive accessory stores.

"Yes," continued Mr. Smallwood, "we find that the accessory department does pay. As a matter of fact it's been worth our while to place an expert sales manager at the head of this special department whose duty it is to keep the bins well stocked, and the automobile parts well displayed with their prices where the public can see them.

"Of course we have no local dealer and must get all of our material direct from the manufacturers in the states, which in Porto Rico makes it a problem, for unlike in the mainland where one may jump into his waiting car and get his stock immediately or can wire for a twenty-four-hour order, we here must bide our time until the arrival of the steamer from the mainland carrying our stock; hence we must always keep our bins full and up to the minute.

"The new cars coming in more fully equipped from the factory than formerly have not affected our sales very much," continued Mr. Smallwood. "We have overcome this to some extent by the installation of accessories which we know the public will want sooner or later despite the factory equipped cars, as for instance, tire rims, tires, etc., for despite the fact that the car is equipped with these accessories when it arrives at the motorist's home, sooner or later they will wear out or become unusable, and we are at the public's service when this happens.

"Then again we find that the people out here are not always satisfied with the factory accessories and prefer something more artistic, as, for instance, the hood cap, or a classier spotlight, so we have installed a stock of the better looking and higher grade accessories and parts.

"During the last year, and at present especially, the accessory department has been of incalculable help. This is due to the fact that the Ford cars, for which we have many waiting orders, have not arrived in large enough quantities, and the accessory department has helped to tide us over until our quota arrives."

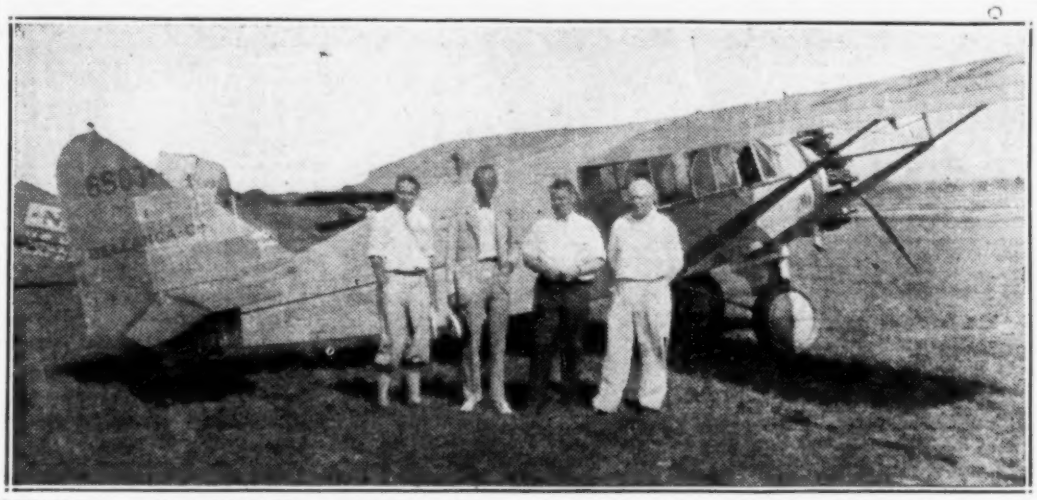
SEAMAN BODY BUYS LAND FOR ADDITION TO PLANT

Milwaukee, Wis., Aug. 2.—The Seaman Body Corporation has acquired a 20-acre tract of land north of its present plant, on which an addition to the factory will be built. The Seaman Body Corporation makes all the bodies for the Nash Motor Company and is rushed with business this year, taxing the capacity of the plant.

CLEMENSON TO PUEBLO

Denver, Col., Aug. 2.—P. Clemenson, for five years identified with the motor industry in Denver, has been appointed general manager of the Petros Motor Company, Pueblo Col., Willys-Knight and Whippet dealers.

A PASSENGER IN ONE OF THE NATIONAL AIR TOUR PLANES, Earl McGinnis of the AC Spark Plug Company, is believed to be the first automotive advertising manager to tour the country by plane. Photo shows arrival at Tulsa, Okla. Left to right: George Haldeman, Edward Schlee, Billy Brock and Earl McGinnis.



GRAHAM-PAIGE LEGION $1,000 PRIZE CONTEST FOR THE ENTIRE WORLD

Detroit, Aug. 2.—Entry in the Graham-Paige Legion $1,000 prize drama contest among college undergraduates, which was originally restricted to America and Canada, has now been extended to all other countries. To permit foreign students to compete, the closing date has been set forward to include manuscripts postmarked October 15.

Zoe Akins, dramatist, Norman-Bel Geddes, author and artist, and Grover Whalen, head of New York's official reception committee, are the judges. Besides the $1,000 first prize there are ten awards of $100 each, for the best dramatic treatment of the aims and ideals of the Graham-Paige Legion.

LEVY ON WESTERN TRIP

Jacksonville, Fla., Aug. 2.—I. N. Levy, branch manager of the Sea Gate Tire and Rubber Company, has left for an extended business trip to Dallas, Tex., Kansas City and Pittsburgh. He will be away about six weeks.

It's so much *fun* to drive their "*Clouds*" *they drive them far, far more*

A Reo dealer recently reported on 400 Flying Clouds which he had watched in his territory for about a year.

He wanted to know how the Flying Clouds stood up.

He found that buyers averaged 33 1/3% more mileage on their Flying Clouds in a year than they had on their old cars. It was so much more fun to drive a Flying Cloud than to drive any other car they ever owned.

Naturally, one would expect that the greater mileage of the Reo Flying Clouds would mean more repairs than usual.

Not one broken spring. Not even a worn shackle, steering spindle, or tie rod bolt. Not a bad wheel bearing, front or rear.

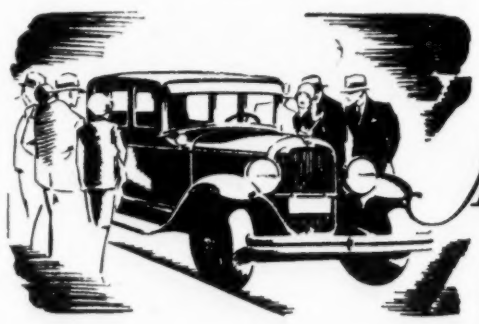
No brakes to be relined—not even after 30,000 miles.

Not a part replaced in a differential. Not a broken ring or pinion gear. Not a part replaced in a transmission. Not a grabbing clutch in the lot.

Never a record of freedom from care Such as this

Never a Flying Cloud motor in with a burned bearing. Never a motor bearing that needed adjustment—or showed signs of wear. Not a piston knock in the bunch. No water pump or fan belt troubles. No timing chain adjustments. No piston ring replacements.

Those are extracts from the record of *not I car*, but of four hundred. Not of factory drivers, but of 400 Flying Cloud owners and their families. Unusual for the ordinary car—but typical of Flying Clouds.



And now the 1929 Reo Flying Cloud

Handsomer, sturdier, faster, more powerful, the 1929 Flying Cloud offers you all the advantages that set the first Flying Clouds apart from the ordinary. It gives you all the dependability that enables records like the one above to be made. It goes farther in giving you extraordinary performance. Be very sure, before you pay your good money for any car, that you know what a 1929 Flying Cloud can do. We have one waiting for you. Try it out.

REO MOTOR CAR COMPANY, *Lansing, Michigan*

FLYING CLOUD

Coupe . . . . $1625 Sedan $1845
Victoria . . . $1795 Roadster . . . $1685
Brougham . . $1645 *f. o. b. Lansing*

REO

WOLVERINE

Cabriolet . . $1195 Brougham . . $1195
Sedan . . . . . $1295 *f. o. b. Lansing*

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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O. J. Elder, President; George M. Slocum, Vice-President; Alexander Johnston, Secretary.

FRIDAY, AUGUST 3, 1928

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Manufacturer Plus Dealer

IN CONSIDERING the relations that exist between the automobile manufacturer and his dealer organization, the phrase "manufacturer vs. dealer" is all too frequently used. The Automotive Daily News has recently published a series of letters from dealer readers commenting on this phase of automotive business endeavor. In some cases the dealers felt that their factories had been anything but helpful in their attitude, while in others the writers assured us that they had received nothing but earnest and courteous co-operation. In other words some of these writers see the relations between factory and dealer as "the manufacturer vs. the dealer," while others find it "the manufacturer plus the dealer."

Now if there is anything that is needed in the automotive industry it is complete accord between manufacturer and dealer. These two divisions of the industry should understand each other's problems, realize each other's positions and work out a mutually satisfactory basis of operation.

The manufacturer must realize that he can develop his plant to the highest perfection of efficiency. He can build cars in amazing quantities, but the whole performance means nothing unless he has a dealer organization able to place the products in the hands of the ultimate consumer. No manufacturer can handle the retail end of his business. That has been tried; it was common practice in the early days of the industry, but it never has worked and never will. Obviously, to build up and maintain a dealer organization the individual merchant must be allowed to make money. To see that this condition exists is just as much a problem of the factory as it is of the individual dealer. The manufacturer, furthermore, ought to be earnest in seeing that occasions of friction between dealer and factory do not arise. This means a careful selection of personnel and a real understanding of dealer problems by the men who contact with the retail organization.

On the other hand the dealers must realize that the manufacturer is giving them the two things that enable him to exist, his territory and his product. Naturally he is anxious that the dealer shall handle both territory and product to the best possible advantage. It is the business of the sales manager to see that this is done, and his job is not all compliments and roses. The sales manager of a modern automobile manufacturer has need to be a first-class diplomat, as well as a first-class sales manager.

Starting with a basic understanding of each other's position there is no reason why relations between dealer and manufacturer should not always be "Manufacturer Plus Dealer."

A Million Dollars in the Sky

PERHAPS no other incident in recent history could have so impressed on the minds of so many people the complete safety of passenger aviation as the trip of Gene Tunney, heavyweight champion, from Speculator, N. Y., to the ringside for his recent battle with Tom Heeney. Here was a young man, perishable freight in the sense of an airplane crash, worth a million dollars in potential appearance value, selecting an airplane as his preferred method of reaching his "place of business." Furthermore Mr. Tunney spent one of the two hours he spent in the July sky, peacefully sleeping in his big comfortable chair.

This is no new experience for Gene Tunney, because he flew to the fight grounds in Philadelphia two years ago to win the title. That may have been a stunt designed for its psychological effect on his antagonist, but this present flight was deliberately accomplished because Tunney felt that the airplane ride was better for him physically and just as safe as a hot dusty five-hour drill by train.

SPARKS

(Continued from Page 2)

Appropriately, he drives an Oakland of the year 1912, which he prefers because he says they seem to understand one another. The old automobile is believed to be the oldest Oakland in daily service, but Mr. Noble says that it still runs very satisfactorily. He took the top off eight or ten years ago because, he says, he likes the open type of car. And he has lost track of the mileage that the old timer has covered in sixteen years.

* * *

William Norton, the Reo distributor at St. Paul, reports running the gamut of transportation means and aids in getting a Flying Cloud from Lansing to St. Paul. He flew to Chicago en route to the factory and went by train to Lansing. Here he picked up his car and drove it to Ludington, where it was ferried across the lake to the Wisconsin shore. On the drive north he ran into some roads in bad repair and was twice pulled out of mudholes—once by a team of horses and once by a span of oxen. Mr. Norton, while he admits the advantages of the airplane for certain phases of transportation, reports that the Flying Cloud suits him remarkably well, especially on roads that are roads.

Automotive Radio Programs

The hours given are Eastern Daylight Saving Time.

SUNDAL AUGUST 12

9.15-9.45 P. M.—Atwater Kent Radio Hour, WEAF, WEEI, WRC, WGR, WCAE, WWJ, WSAI, WGN, KSD, WCCO, WGY, WOC.

MONDAY, AUGUST 13

9.30-10.00 P. M.—General Motors Family Party, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WLIT, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WGN, WTMJ, KSD, WCCO, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WSM WHAS, WMC, WSB, WBT, WJAX.

TUESDAY, AUGUST 14

7.30-8.00 P. M.—Soconyland Sketches, WEAF, WEEI, WTIC, WJAR, WTAG, WSCH, WGY, WGR.

8.30-9.00 P. M.—Seiberling Singers, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WFI, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WGN, KSD, WCCO, WHO, WDAF, WHAS, WSM, WMC, WSB.

9.00-10.00 P. M.—Eveready Hour, WEAF, WEEI, WJAR, WFI, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WGN, KSD, WCCO, WHO, WDAF, WHAS, WSM, WMC, WSB.

CALENDAR OF COMING EVENTS

JULY

—Aug. 5—**Jonkoping, Sweden.** Automobile exhibit.
29-Aug. 12—**Riga, Latvia.** Seventh fair.
27-Aug. 31—**Long Beach, Cal.** Pacific Southwest Exposition.

AUGUST

5-15—**Osijek, Jugo-Slavia.** Automobile exhibit.
12—**Belgium.** Grand Prix.
26-Sept. 1—**Leipzig, Germany.** Automobile show.

SEPTEMBER

—**Johannesburg, South Africa.** First used car show.
1- 9—**Prague, Czecho-Slovakia.** Auto show.
13-14—**Los Angeles, Cal.** Society of Automotive Engineers, aeronautic meeting.
16-22—**Springfield, Mass.** Eastern States Exposition.
16-30—**Saloniki, Greece.** Third International Fair.
22-28—**Cleveland, O.** American Electric Railway Association, convention and show.
25-Nov. 4—**Paris, France.** Motorcycle show.
25—**Rome, Italy.** Automobile Congress.
29-Nov. 3—**Cleveland, O.**—N. S. P. A. convention and show.

OCTOBER

—**Memphis, Tenn.** Memphis Automobile Dealers' Association, automobile show.
1- 5—**New York city.** National Safety Congress.
3- 6—**Mexico City, Mexico.** National Highway Congress.
4-14—**Paris, France.** Auto Salon.
8-12—**Philadelphia.** American Society for Steel Treating, meeting. Benjamin Franklin Hotel.
8-12—**Philadelphia.** American Welding Society, meeting. Bellevue-Stratford Hotel.
8-12—**Philadelphia.** Institute of Metals, meeting. Benjamin Franklin Hotel.
8-12—**Philadelphia.** National Metal Exposition. Commercial Museum.
11-13—**Buffalo, N. Y.** American Gear Manufacturers' Association Convention.
11-20—**London, England.** Olympia Show.
15-18—**Atlantic City, N. J.** National Hardware Association Convention.
16-18—City to be announced. Society of Automotive Engineers' Transportation Meeting.
17-19—**Rochester, N. Y.** New York Society of Industrial Engineers' Convention.
22-27—**Chicago.** Automotive Equipment Association, convention and show.
25-Nov. 4—**Paris, France.** Motorcycle and bicycle show.
29-Nov. 3—**Cleveland, O.** N. S. P. A. Convention and Show.

NOVEMBER

8-18—**Berlin, Germany.** Auto show.
15-25—**Paris, France.** Truck and bus salon.
16-28—**Berlin, Germany.** Automobile show.
15-2o—**Paris, France.** Commercial vehicle and truck show.
22-23—**Detroit, Mich.** Society of Automotive Engineers, production meeting.

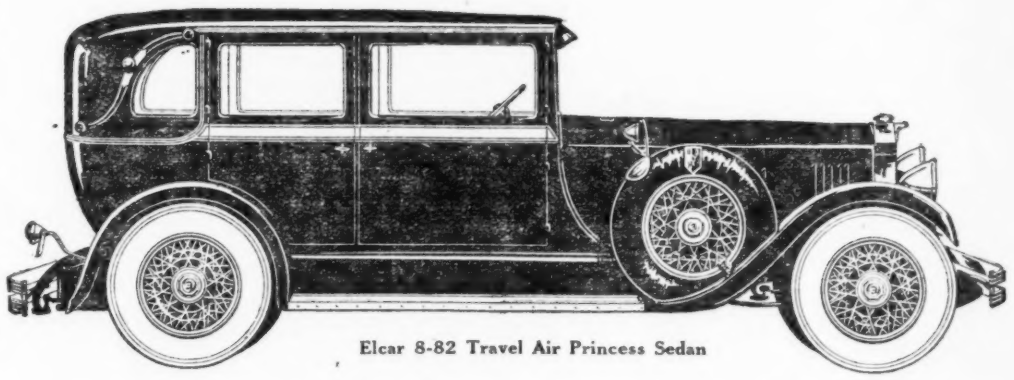
DECEMBER

2- 8—**New York city.** Automobile Salon at Hotel Commodore.
5- 6—**Chicago, Ill.** Society of Automotive Engineers' Aeronautic Meeting.
—**Seattle Wash.** Automotive Maintenance Association, annual banquet.
6- 7—**Chicago.** Society of Automotive Engineers, aeronautic meeting.
8-19—**Brussels, Belgium.** Automobile and motorcycle show.
10-15—**New Orleans, La.** Seventh Annual Asphalt Paving Congress.
15-25—**Paris, France.** Third International Nautical Salon.

JANUARY

5-12—**New York city.** N. A. C. C. show.
10—**New York city.** Society of Engineers, annual dinner at Hotel Astor.
14-19—**Cleveland, O.** American Roadbuilders' Association, Inc., convention and show.
15-18—**Detroit, Mich.** Society of Automotive Engineers, annual meeting.
26-Feb. 2—**Chicago.** Automobile Salon at Drake Hotel.
26-Feb. 2—**Chicago.** N. A. C. C. Show.

$ Profit *Today* on Tomorrow's Car



Elcar 8-82 Travel Air Princess Sedan

ELCAR With the *Shock-less Chassis*

ELCAR 8

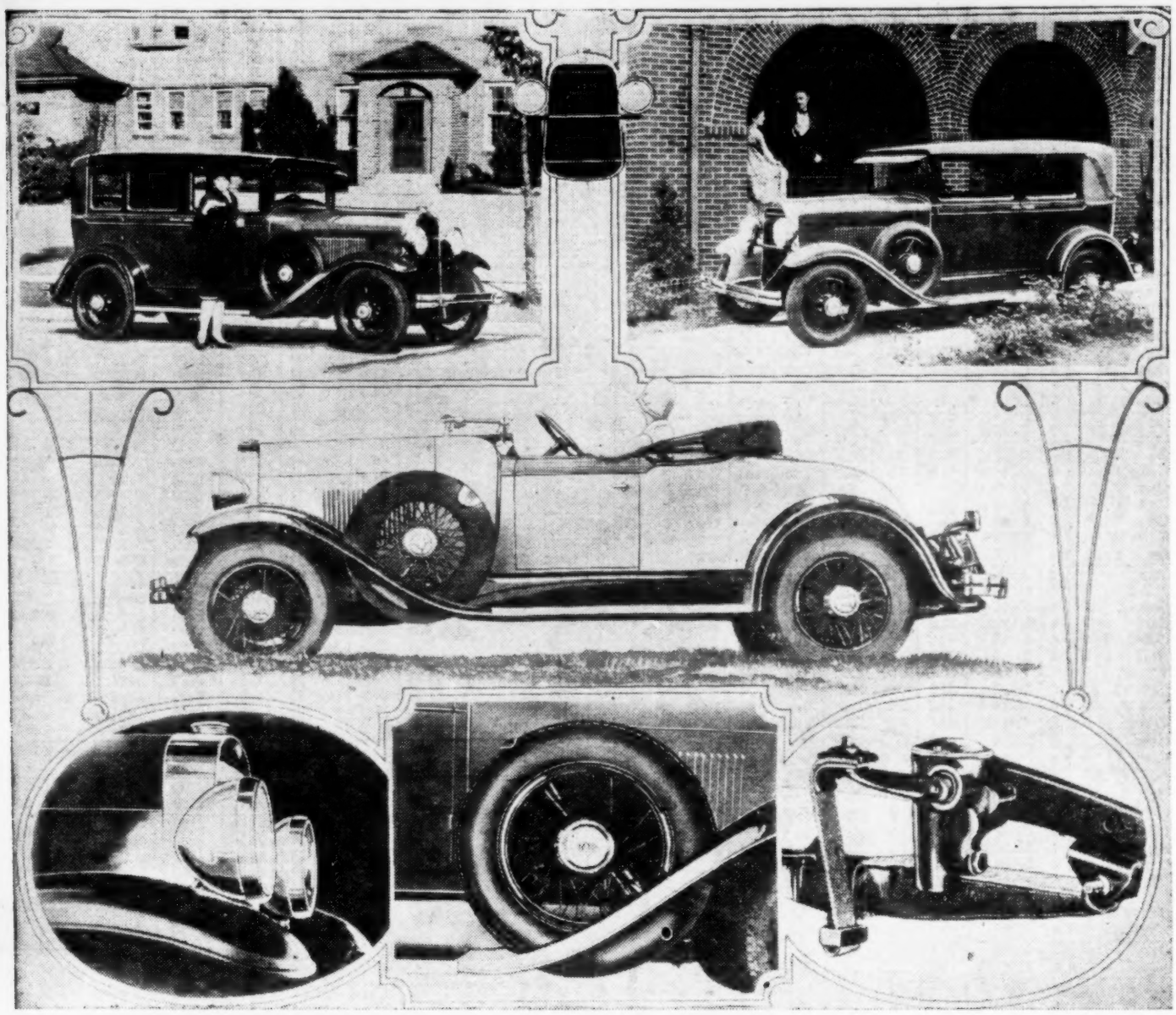
20 SUPERB MODELS
$1295
and up
f. o. b.
Elkhart, Ind.

The beautiful ELCAR is designed and styled to meet the needs of tomorrow, as well as today. The *Shock-less Chassis* with its twelve comfort features, marks ELCAR'S far advance in the fine car field. And it's tomorrow's car in *another* way. A business-builder that wins patronage now and keeps customers happy year after year!

Today, investigate the valuable ELCAR Franchise It means money in your pocket. Liberal discounts. Fullest co-operation. Write or wire for details.

ELCAR MOTOR COMPANY *Builders of Fine Vehicles Since 1873* ELKHART, INDIANA

Oldsmobile Presents Its New de Luxe Line



Some of the new Oldsmobile de luxe models arrayed in their latest finery are shown above. The new line boasts a wealth of standard equipment.

Upper left, Oldsmobile de Luxe four-door sedan; right, Oldsmobile de Luxe landau. Center, Oldsmobile de Luxe roadster. Lower left, Chromium plated head lamps and radiator shell on de Luxe models; center, extra wire wheels carried in fender wells; right, spring cover and hydraulic shock absorbers.

OLDS POSTPONES SHUTDOWN

Lansing, Mich., Aug. 2.—Due to the demand for 1928 Oldsmobiles, the vacation shutdown planned at the Olds Motor Works during the two weeks' period beginning last Saturday, has been postponed. It is expected that some departments of plant will close next Saturday, but that only one week off instead of two will be allowed.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

New Olds Priced At $1,145 to $1,235; Six Wire Wheels

(Continued from Page 4)

product of Borg-Warner Company. The gear set made by Oldsmobile has been retained, and the ratio and arrangement of gears has been left unchanged. Mechanics metal universals are still standard in both the de luxe and standard models. The semi-floating rear axle remains intact with the standard gear ratio of 4.41. New departure bearings, which aided Oldsmobile to function smoothly for years, have been continued at 13 points.

Bendix mechanical four wheel brakes will be continued in the de luxe and with the exception of the addition of spring boots the suspension of the car has not been changed. The semi-elliptic springs used in the standard models are the same front and rear, the rear spring measuring 54½ inches.

The wheel sizes will remain the same with wheels by the Wire Wheel Corporation of America in place of the usual wood wheel equipment of the standard line. Spare tires and tubes for the two extra wheels will also be included in the standard equipment of the de luxe lines.

U. S. Crude Rubber Imports for Half Were 208,874 Tons

New York, Aug. 2.—Crude rubber imports into the United States during the six months ended June 30, 1928, totaled 208,874 tons, according to a preliminary report of the Bureau of Foreign and Domestic Commerce of the Department of Commerce. Imports were valued at $149,680,913.

Imports of gums, scrap and reclaimed rubber during the same period were reported as follows: Liquid latex, 1,272 tons, $928,420; gutta percha, 773 tons, $442,383; jelutong, 3,379 tons, $1,204,519; gutta siak, 212 tons, $90,000; balata, 200 tons, $143,805; scrap and reclaimed rubber, 9,714,282 pounds, $305,951.

Crude rubber output in producing centers of Java, Sumatra, Malaya and Ceylon during the months of April and May was considerably increased this year over the same months last year, according to a survey by the India Rubber Journal. India and Burma productions have been consistently heavier throughout the first six months.

JUNE, 1928, NEW COMMERCIAL CAR REGISTRATIONS

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Service, and New Jersey, which are furnished by the Automobile Sales Record Corporation, Trenton, N. J. Readers desiring county, city or town lists of owners in any given section may obtain these by addressing any of these three companies.

States	Autocar	Brockway	Chevrolet	Diamond-T	Federal	Ford	G. M. C.	Graham	Indiana	International	Mack	Relay	Reo	Republic	Ruggles	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Yellow	Miscellaneous	Totals	States
Arkansas			97		1	74	6	15		18	3		1						2	9			3	229	Arkansas
Conn.	17	8	191		11	99	57	44	1	31	35	3	75				17	6	5	12	2		13	627	Connecticut
Delaware			43		1	18	12	5		10			11						1	1			2	104	Delaware
Illinois	5		582	55	8	221	66	88	5	107	22		36			3	3		11	21			89	1322	Illinois
Indiana	2		297	2	8	213	49	64	14	59	1	2	28				4	6	8	6	1		16	780	Indiana
Kansas			184	2		42	13	26	2	39	1		13					1	1	3				327	Kansas
Louisiana			112			75	6	21		29	1							1	2	2			1	250	Louisiana
Maryland	7	1	198	5	5	72	30	37	1	34	26	1	24	3			3	1	1	13			5	467	Maryland
Minnesota			261		6	166	32	65		95	4		32					5	5	4	2		5	682	Minnesota
Missouri	1		319	10	6	150	50	59	17	62	11		26	1				1	10	19	1		11	754	Missouri
Montana			76			38	7	18		35	2		11						3	1			1	192	Montana
Nevada			4			3	2	7		2			1										3	22	Nevada
N. Hamp.			98		7	10	13	15		17	4		8				3		1	1			7	184	N. Hampshire
New Jersey	24	23	639	11	17	159	90	123	3	58	91	3	115			15	10	32					84	1497	New Jersey
N. Mexico			53			4	8	6		13			2					1		1			1	89	New Mexico
N. Carolina	2		292		4	89	14	27	2	11	8		13	3				3	4	5			12	489	North Carolina
N. Dakota			96		2	40	4	36		64	1	1	8	1			1		4		1		2	261	North Dakota
Oregon			55		5	21	23	21		11	2		15					1		8			23	185	Oregon
Penn'vania	35	28	939	27	14	263	182	210	8	165	81	10	172	4		19	35	20	22	65	7		109	2415	Pennsylvania
Rh. Island	11	1	64		4	45	31	26		8	2		16		1	2	1	4	2	1	1		3	223	Rhode Island
S. Carolina			171		7	110	5	24		10	4		6	3			5		7		1			353	South Carolina
S. Dakota			56			31	4	13	1	70	2		9				2		2	1			2	193	South Dakota
Utah			57			12	9	9		15	1		1					1		2				107	Utah
Virginia	2	1	257	1	13	97	31	47	13	19	12	2	27	7					3	12			4	548	Virginia
Wash'gton			190		7	53	42	48	1	29	11		56					1	7	28			28	501	Washington
W. Virginia			157	1	6	50	23	39	13	20	3	8	16	2			2	2	1	1	1		5	350	West Virginia
Wisconsin			519	25	14	186	47	83	5	81	13	1	61	2		16	9	8	10	10		1	31	1122	Wisconsin
Wyoming			35			7	2	5		9	1		1			1				1				62	Wyoming
Dist. of Col.	1	2	47			36	17	6	1	6	11	1	7	2				1	4	6			3	151	District of Col.
Totals	107	64	6089	139	146	2384	875	1187	87	1127	353	32	791	28	1	56	95	63	116	265	17	1	463	14486	Totals

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cylnds	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
Acme 14	1	950	Con H 8	4	3⅜x4¼	18.3	Ph	Til	Vac	Aut	M M	U	3	Sal 1595 E	St	18.73	Tr	R	120	2000	30x5	30x5
Acme 16	1	1015	Con 20 L	6	2¾x4¾	18.2	Ph	Til	Vac	Aut	M M	U	3	Sal 1595 E	St	18.73	Tr	R	120	2100	30x5	30x5
Acme 24	1½	1450	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	Aut	Br-L 31	U	3	Col 54010	St	28.8	R	R	136	3450	30x5	30x5
Acme 36	1½	2100	Con 8 R	6	3⅜x4½	27.3	Pb	Zen	Vac	Aut	Br-L 31	U	3	Tim 5620	St	30.8	R	R	136	3600	32x6	32x6
Acme 54	2½	2700	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	Eis	Br-L 35	U	4	Tim 65600	Wo	49.5	R	R	156	5100	S 34x5	S 34x10
Acme 56	2½	3230	Con 6 B	6	3⅜x5	33.7	Pb	Str	Vac	Eis	Br-L 51	U	4	Tim 65600	Wo	41.5	R	R	165½	5100	S 34x5	S 34x10
Acme 74	3½	3800	Con L 4	4	4½x5½	32.4	Pw	Str	Vac	Eis	Br-L 60-4	C	4	Tim 65704	Wo	45.5	R	R	173	6250	S 36x5	S 36x10
Acme 76	3½	4640	Con 8 T	6	4⅛x5¼	40.8	Pw	Str	Vac	Eis	Br-L 60-4	C	4	Tim 65704	Wo	41.5	R	R	179¾	6450	S 36x5	S 36x10
Acme 104	5-6¼	5230	Con B 7	4	5 x6	40.0	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 67600	Wo	95.0	R	R	180	8850	S 36x6	S 40x14
Acme 106	5-6¼	5730	Con 8 T	6	4⅛x5¾	40.8	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 67600	Wo	95.0	R	R	180	8850	S 36x6	S 40x14
Am. La France Chief	1½-2	2350	Own 9 R	6	3¾x5	33.7	F P	Zen	Vac	Rem	Own	C	4	Own	Wo	31.2	4	R	156	5600	32x6	32x6 D
**Am. La France W	2½-3	3950	Own 2 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France Y	3½	4950	Own 3 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	56.0	D	R	165	8800	S 36x6	S 36x6 D
Am. La France S	4-4½	5200	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	54.4	D	R	165	9800	S 36x6	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La France 14 R	5	6000	Own 14 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	D R	34.3	D	R	226	9100	40x8	40x8 D
Am. La France 16 R	5	6500	Own 16 R	6	4½x6	105	P&S	Zen	Vac	A B	Own	C	4	Own	D R	32.8	4	R	226	10400	40x8	40x8 D
Autocar A	1½	2300	Own A	4	4 x5½	25.6	C S	Str	Vac	L-N	Br-L	U	4	Tim 5623 Px	Sp	34.4	4	4	142	3900	32x6	32x6
Autocar A	2	3000	Own A	4	4 x5½	25.6	C S	Str	Vac	L-N	Br-L	U	4	Tim 63100	Wo	33.6	4	4	142	4050	S 34x4	S 34x7
Autocar H	2½	3750	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own Y	C	4	Own H	D R	46.3	R	R	114	5200	S 36x5	S 36x8
Autocar T	2½	4900	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own T	U	4	Own H	D R	65.5	R	D	177	6800	34x7	34x7
Autocar H	3	4.00	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
Autocar H	3½	4100	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
Autocar H	3	4350	Own W	6	4 x4¾	38.4	Pb	Str	Vac-Gra	A B	Own T	U	4	Own J	D R	63.6	R	R	114	6200	S 34x5	S 36x10
Autocar M	5	4650	Own M	4	4½x5½	32.4	C S	Str	Gra	A B	Own B	C	4	Own M	D R	72.1	R	R	120	7200	S 34x6	S 36x12
Autocar M	5	4950	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own	C	4	Own M	D R	72.1	R	R	155	4950	S 34x6	S 36x12
Brockway Junior	1	1195	Wis C	4	3⅜x5	21.7	Pb	Zen	Vac	Aut	Br-L 30	U	3	Col 35001	Sp	20.94	R	D	130	2030	30x5	30x5
Brockway E	1½	1665	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 54002	Sp	21.7	R	D	139½	3460	32x6	32x6
Brockway K*	3	3300	Con K	4	4⅛x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65600 D	Wo	41.4	R	R	153	5855	S 36x5	S 36x10
Brockway R*	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7800	S 36x5	S 36x12
Brockway T*	5	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	174	10065	S 36x6	S 40x14
Brockway B T	7	5450	Bud B B U	4	5 x6½	40.0	Pw	Zen	Vac	Eis	Br-L 70	C	7	Tim 68700 S	Wo	95.0	R	D	150	11060	S 36x6	S 40x8 D
Brockway K W	3	4800	Wis H	6	4 x5	38.7	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 6731	D R	33.7	R	D	170	6890	34x7	D 34x7
Brockway S Y	2	3000	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4600	D R	35.3	R	D	153	4870	32x6	34x7
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	R	D	137	3450	30x5	30x5
Brockway E N	1½	2000	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 30	U	3	Col 55001	Sp	20.9	R	D	155	3840	32x6	32x6
Chevrolet	½	395	Own	4	3⅛x4	21.7	C S	Car	Vac	Rem	Own	U	3	Own	Sp	14.21	4	R	107	1695	30x4.50	30x4.50
Chevrolet	1	495	Own	4	3⅛x4	21.7	C S	Car	Vac	Rem	Own	U	3	Own	Sp	18.03	4	R	124	2060	30x5	30x5
Commerce 8 A	1	1395	Con 11 U	6	3⅛x4⅝	25.3	P C	Zen	Vac	Rem	Cov JUC	U	3	Cla B 365	B	20.5	R	R	130	2900	30x5	30x5
Commerce S 11	1½	1835	Con S 4	4	4¼x4½	28.9	F P	Zen	Vac	A B	Ful SU-12	U	3	Bla B 501	S	25.1	R	R	142	3700	34x5	36x6
Day Elder M	1	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful DU-10	U	3	Col 35000	B	23.89	R	R	131	3100	30x5	30x5
Day Elder G-6	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful DU-10	U	3	Tim 5620	B	29.30	R	R	144	3900	30x5	32x6
Day Elder H	2	2500	Buda WTU	4	3¾x5½	22.5	Pb	Zen	Vac	Del	Ful SU-10	U	3	Tim 63702 D	Wo	30.64	R	R	144	4400	S 34x4	S 34x7
Day Elder HB-6	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful SU-10	U	3	Tim 5620	B	27.32	R	R	144	4400	32x6	34x7
Day Elder I	2½	3300	Buda K B U	4	4 x5¼	25.6	Pb	Zen	Vac	Del	Ful GU-12	U	4	Tim 65600	D	44.40	R	R	150	5700	S 36x4	S 36x8
Day Elder J-6	3	3900	Buda D W 6	6	3¾x5	33.7	Pb	Zen	Vac	Del	Ful GU-12	U	4	Tim 65600	D	37.20	R	R	156	6500	36x6	36x6 D
Day Elder K	4	4475	Bud Y B U	4	4½x6	32.4	Pb	Zen	Vac	Eis	Ful R	C	4	Tim 66600 D	Wo	49.60	R	R	162	8500	S 36x5	S 36x12
Day Elder L	5-6	5050	Bud B B U	4	5 x6½	40.0	Pb	Zen	Vac	Eis	Ful H	C	4	Tim 67700 D	Wo	64.60	R	R	162	10000	S 36x6	S 40x7 D
Diamond T 150	1	1095	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	18.6	R	R	127½	....	30x5	30x5
Diamond T 302	2	1650	Her W X B	6	3¾x4½	33.7	Pb	Zen	Gra	Aut	Cov	U	4	Cla	Sp	33.1	R	R	157¾	....	32x6	32x6 D
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	36.0	Pb	Til	Vac	Aut	Own	A	3	Own	Sp	16.16	4	R	107	1670	28x4.75	28x4.75
Erskine 51-B	½	650	Con 9 F	6	2¾x4½	18.15	Pb	Sch	Vac	Rem	Tim	U	3	Timken	Sp	51.25	4	Js	107	1894	30x5 B	30x5 B
Ford A	1½	540	Own	4	3⅛x4¼	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	5.00	4	4	131½	....	30x5	32x6
F. W. D.—H	2	3300	Wis SU	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	Sp	38.1	4	R	121	5300	34x7	34x7
F. W. D.—B	3	4200	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	3	Own	Sp	35.6	4	R	124	6460	36x6 S	36x6 S
F. W. D.—B-5	3	4525	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	5	Own	Sp	88.6	4	R	132	6800	36x6 S	36x6 S
F. W. D.—Util 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	A B	Own	C	5	Own	Sp	88.6	4	R	148	7200	36x8 S	36x6 S
F. W. D.—M	H. D.	5000	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	5	Own	Sp	88.6	4	R	124	7600	36x8 S	36x10 S
F. W. D.—M F	H. D.	5000	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	Sp	88.6	4	R	148	7775	36x8 S	36x10 S
F. W. D.—H T	2	3900	Wis U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	Sp	84.7	4	R	120	6000	36x8	36x8
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	Sp	101.0	4	R	133¾	7700	40x7 S	40x5 S D
F. W. T.—Util. 4	3	4575	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	Sp	88.6	4	R	148	7000	36x6 S	36x6 S
Garford 50	2½	3750	Bud E B U	4	4¼x5½	28.9	Pb	Zen	Gra	Spf	Br-L 55	C	7	Tim 65600 D	Wo	80.7	R	R	156	5950	S 36x4	S 36x8
Garford 50-6	2½	4150	Buda B T U	6	4 x5¼	38.4	Pb	Zen	Gra	Spf	Br-L 55	C	7	Tim 65600 D	Wo	80.7	R	R	156	6150	S 36x4	S 36x8
Garford 80	4	4950	Bud B T U	4	5 x6½	40.0	Pb	Zen	Gra	Spf	Br-L 60	C	7	Tim 66600 D	Wo	83.1	R	R	162	8700	S 36x5	S 36x12
Garford 100	5	5400	Bud B T U	4	5 x6½	40.0	Pb	Zen	Gra	Spf	Br-L 60	C	7	Tim 67700 D	Wo	97.3	R	R	162	9450	S 36x6	S 40x14
Graham Bros Mer. Ex.	½	665	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	15.2	4	D	110	1965	29.5.00	29.5.00
Graham Bros. DE	1	775	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	16.2	4	D	120	2510	31x5.25	31x5.25
Graham Bros. BE	1¼	995	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Warner	U	4	Clark	Sp	23.8	4	D	130	2920	30x5	30x5
Graham Bros. IE	1¼	1065	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Warner	U	4	Clark	Sp	23.8	4	D	140	2955	30x5	30x5
Graham Bros. ME	1¾	1345	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Clark	U	4	Clark	Sp	36.8	4	D	150	3695	32x6	32x6
Graham Bros. LE	1¾	1415	Dodge	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Clark	U	4	Clark	Sp	36.8	4	D	165	3810	32x6	32x6
Graham Bros. ED	2	1445	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Clark	U	4	Clark	Sp	41.4	4	D	114	3725	32x6	34x7
Graham Bros JE	2	1445	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Clark	U	4	Clark	Sp	36.8	4	D	165	3725	32x6	34x7
Graham Bros. YE	2	1820	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Clark	U	4	Clark	Sp	41.4	4	D	165	3725	36x6	34x7
Graham Bros. OE	2½	1595	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Clark	U	4	Clark	Sp	41.4	4	D	150	3930	32x6	34x7
Graham Bros. TE	2½	1665	Dodge	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Clark	U	4	Clark	Sp	41.4	4	D	165	4070	32x6	34x7
Gramm 263-N	1-1¼	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1002	Sp	21.3	D	R	133	3585	30x5	30x5
Gramm 363-N	1½	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1002	Sp	21.3	D	R	133	3585	30x5	32x6
Gramm 463-N	2	1955	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1504	Sp	25.3	D	R	133	3840	32x6	34x7
Gramm 564-N	2½	2895	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Gra	Aut	Ful GU	U	3	Wis 6617	D R	25.4	D	R	150	4800	32x6	32x6 D
Gramm 35	3	4160	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	S 36x5	S 36x10
Gramm 35	3	4440	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	S 36x5	S 36x10
Gramm 38—Low Bed	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 67310	D R	33.1	D	R	153	7100	S 36x5	S 36x10
Gramm 45	4	4735	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7600	S 36x5	S 36x12
Gramm 45	4	5020	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7600	S 36x5	S 36x12
Gramm 48—Low Bed	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 1250	D R	34.2	D	R	153	7600	S 36x5	S 36x12
Gramm 60	5	5370	Her G	4	4¾x5¾	36.1	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
Gramm 60	5	5650	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful HI	C	8	Wis 1700	D R	133.4	D	R	153	9700	S 36x6	S 36x14
Gramm 60	5½	5370	Her G	4	4¾x5¾	36	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
Gramm 60	5½	5650	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
GMC T 11	½	585	Pontiac	6	3¼x3¾	25.3	Pb	Car	P	Rem	Own	U	3	Own	Sp	19.92	4	R	110	1820	29x4.75B	29x4.75B
GMC T 19	1	745	Pontiac	6	3¼x3¾	25.3	Pb	Car	P	Rem	Own	U	4	Own	Sp	37.33	4	R	126½	2525	30x5 P	30x5 P
GMC T 20A	1	1095	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	132	2900	30x5 P	30x5 P
GMC T 20B	1	1135	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.23	R	R	137¾	2915	30x5 P	30x5 P
GMC T 20C	1	1185	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	150	2945	30x5 P	30x5 P
GMC T 21	1½	1185	Buick Std	6	3⅛x4½	23.4	P C	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	132¾	2955	32x6	32x6
GMC T 40A	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	136	4460	32x6 P	34x7 P
GMC T 40B	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	150	4500	32x6 P	34x7 P
GMC T 40C	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	162	4600	32x6 P	34x7 P
GMC T 40D	2	2020	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	175	4640	32x6 P	34x7 P
GMC T 40E	2	2030	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	188	4700	32x6 P	34x7 P
GMC T 50T	2	2110	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	123	4845	34x4 S	34x7 S
GMC T 50A	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	136	4890	34x4 S	34x7 S
GMC T 50B	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	150	4900	34x4 S	34x7 S
GMC T 50C	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	162	4995	34x4 S	34x7 S
GMC T 50D	2	2120	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	175	5040	34x4 S	34x7 S

1928 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cylnds	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
GMC T 50E	2	2130	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	188	5100	34x4 S	34x7 S
GMC K 54T	2½	3850	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	133½	6740	36x5 S	36x10 S
GMC K 54A	2½	3850	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	151	6800	36x5 S	36x10 S
GMC K 54B	2½	3850	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	163	6840	36x5 S	36x10 S
GMC K 54E	2½	3850	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	176	6865	36x5 S	36x10 S
GMC K 54C	2½	3950	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	191	6900	36x5 S	36x10 S
GMC K 56T	3	3990	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	133½	6940	36x5 S	36x12 S
GMC K 56A	3	3990	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	151	7000	36x5 S	36x12 S
GMC K 56B	3	3990	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	163	7090	36x5 S	36x12 S
GMC K 56E	3	3990	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	176	7065	36x5 S	36x12 S
GMC K 56C	3	4090	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	191	7100	36x5 S	36x12 S
GMC K 72A	3½	4690	Own 89	4	4½x6½	32.4	Pb	Mar	Vac	Eis	Own	C	7	Tim 6666	Wo	75.5	R	R	160	8510	36x5 S	40x12 S
GMC K 72B	3½	4700	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 66600	Wo	75.5	R	R	184	8430	36x5 S	40x12 S
GMC K 102A	5	5220	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	86.3	R	R	160	9245	36x6 S	40x14 S
GMC K 102B	5	5320	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	86.3	R	R	184	9325	36x6 S	40x14 S
Indiana 11	1¼	1345	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 365	Sp	24.48	R	R	129½	3300	30x5	30x5
Indiana 611	1¼	1465	Con 15 C	6	3⅜x4⅝	27.3	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 365	Sp	24.48	R	R	133½	3400	30x5	30x5
Indiana 111	1½	1625	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 501	Sp	26.4	R	R	129½	3600	30x5	32x6
Indiana 6111	1½	1765	Con 15 C	6	3⅜x4⅞	27.3	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 501	Sp	26.4	R	R	133½	3700	30x5	32x6
Indiana 115	2	2215	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 35	U	4	Tim 64600	Wo	34.7	R	R	150	4585	34x4 S	34x7 S
Indiana 615	2	2680	Wis Y	6	3⅜x5	27.3	Pb	Str	Gra	Aut	Br-L 35	U	4	Tim 64600	Wo	32.10	R	R	154	4840	32x6	34x7
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br 55-7	C	7	Tim 65700 D	Wo	80.7	R	R	162½	7400	36x5 S	36x10 X
Indiana 115 A	2½	2650	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Eis	Br-L 35	U	4	Cla 720	Sp	42.8	R	R	136	5190	32x6	34x7 D
Int Harvester Sp. Del.	¾	695	Wak X	4	3½x4½	19.6	Pb	Zen	Gra	Rem	Mec	U	3	Eat	Sp	15.1	R	R	116	2000	30x5.25	30x5.25 P
Int. Harvester S-24	1¼	1135	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	21.3	R	R	130	3025	32x4½	32x4½
Int. Harvester S-26	1¼	1285	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	21.3	R	R	130	3090	32x4½	32x4½
Int. Harvester 33	1½	2290	Own	4	3¾x5	22.5	C S	Own	C S	Own	Own	U	3	Own	Ig	32.5	R	R	128	4070	36x4	36x6
Int. Harvester SL-34	1½	1525	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3340	30x5	30x5
Int. Harvester SL-36	1½	1675	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3405	30x5	30x5
Int. Harvester SD-44	2	1565	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	117	3270	30x5	32x6
Int. Harvester SD-46	2	1715	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	117	3335	30x5	32x6
Int. Harvester 43	2	2645	Own	4	3¾x5	22.5	C S	Own	Gra	Eis	Own	U	4	Own	Ig	53.1	R	D	130	4790	36x4	36x7
Int. Harvester SF-44	2	1775	Lyc C T	4	3¾x5	22.5	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	140	4000	32x6	34x7
Int. Harvester SF-46	2	1925	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.5	R	R	140	4000	32x6	34x7
Int. Harvester 54-C††*	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R-B	Own	U	4	Own	Ch	51.8	R	D	140	6400	36x5	36x10
Larrabee A3	1	1350	Con 12 C	6	3¼x4⅝	25.3	Pb	Zen	Gra	Rem	Br-L	U	3	Cal	Sp	—	R	D	133	——		
Larrab X21	1½	1910	Con 8 R	6	3⅜x4½	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Tim	Sp	—	R	R	138	4024		
Larrabee X33	2	2050	Con 84	6	3⅜x4½	27.3	Pb	Zen	Gra	Rem	Br-L 35	U	4	Tim	Sp	—	R	R	160	3550		
Larrabee XH 16	2½	3300	Con 6 B	6	3¾x5	33.7	Pb	Zen	Gra	Rem	Br-L 35	U	4	Tim	Wo	—	R	R	156	5400		
Larrabee XH 25	3	3300	Con 6 B	6	3¾x5	33.7	Pb	Zen	Gra	Rem	BrL	U	4	Tim	Wo	—	R	R	173	5700		
Larrabee XH 32	3	3785	Con 6 B	6	3¾x5	33.7	Pb	Zen	Gra	Rem	Own	U	4	Wisc	Dr	—	R	R	190	——		
Mack A B	1½	3000	Own	4	4 x5	25.6	S P	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	146½	5350	36x4	36x3½ D
Mack A B	1½	3450	Own	4	4 x5	25.6	S P	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	or	5650	36x4	36x6
Mack A B	2	3300	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	164½	5450	36x4	36x3½ D
Mack A B	2	3750	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	on all	5800	36x4	36x6
Mack A B	2½	3400	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	43.02	D	R	these	5500	36x4	36x4 D
Mack A B	2½	3850	Own	4	4¼x5	23.9	S P	Str	Gra	Spf	Own	Js	4	Own	D R	44.9	R	D	models	5950	36x4	36x8
Mack A C	3½	4950	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Ch	48.37	Js	R	156	9100	36x5	40x5, 40x10 S
Mack A C	5	5500	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Ch	53.31	Js	R	163 or	9550	36x6	40x6 D
Mack A C	7½	6000	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Br-L 35	U	4	Own	Ch	67.38	Js	R	180	10050	36x7	40x7 D
Moreland R R-6	1½–2	1850	Con 16-C	6	3¼x4⅝	25.3	Pw	Zen	Aut	Aut	Br-L 35	U	4	Tim 5622	St	28.3	4	Tr	158½	3800	32x6	32x6
Moreland B-6	2–2½	2150	Con 16-C	6	3¼x4⅝	25.3	Pw	Zen	Aut	Aut	Br-L 51	U	4	Tim 6372 H	Wo	34.8	4	Tr	158½	4200	36x4 S	36x6 S
Moreland E-6	2½–3	3500	Con 6-B	6	3¾x5	38.4	Pw	Strom	Aut	Aut	Br-L 51	U	5	Tim 65000 H	Wo	37.45	4	Tr	178	6000	34x7	34x7 D
Moreland Ex. 6	3–3½	3575	Con 6-B	6	3¾x5	38.4	Pw	Strom	Aut	Aut	Br-L 55	C	7	Tim 65705	Wo	46.19	4	Tr	178	6500	36x5 S	36x10 S
Moreland H-6	5	4800	Her Y X C	6	4⅜x4¾	45.9	Pw	Zen Sv7	Aut	Aut	Br-L 55	C	7	Tim 66702 W	Wo	82.3	4	Tr	168	8000	36x6 S	36x12 S
*Moreland H D-6	6–1	5375	Her Y X C	6	4⅜x4¾	45.9	Pw	Zen Sv7	Vac	Aut	Br-L 60	C	7	Own	Wo	83.1	4	Tr	168	9000	36x6 S	36x8
Moreland S D-6	10	6950	Con 16-T	6	4¼x5¼	43.3	Pw	Strom	Aut	Aut	Br-L 70	C	7	Own	Wo	88.6	4	Tr	168	10000	36x7 S	36x10 S
Moreland T D-6	10	8600	Con 15-H	6	4½x5¾	48.6	Pw	Strom	Aut	Aut	Own	U	3	Own	Wo	97.13	4	Tr	173¼	11500	36x7 S	36x10
Fleet Arrow F A 1	1½–2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	140	3950	32x6.00	34x7
Fleet Arrow F A 2	1½–2	2500	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	160	3975	32x6.00	34x7
Fleet Arrow F A 3	1½–2	2550	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	C	7	Own	Sp	3.33	4	Tr	180	3985	32x6.00	34x7
Pierce-Arrow H B	3½–5	4500	Own H B	4	4 x5½	25.6	Pb	Str	Pre	Rem	Own	C	4	Own	Wo	11.11	R	Tr	156	....	36x5 S	36x5 S D
Pierce-Arrow Y-6	3	5850	Own Z	6	4 x5½	38.4	Pb	Own	Pre	Rem	Own	C	4	Own	Wo	5.35	D	R	196	6100	36x6	36x6 D
Pierce-Arrow Y 6	3	6000	Own 3	6	4 x5½	38.4	Pb	Own	Pre	Rem	Own	C	4	Own	Wo	5.35	D	R	220	6200	36x6	36x6 D
Pierce-Arrow X A	2	3500	Own X A	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	R	R	150	6280	36x4 S	36x5 S D
Pierce-Arrow X B	3	3750	Own X B	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	R	R	150	6280	36x5 S	36x5 S D
Pierce-Arrow W C	4	5100	Own W C	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	R	D	162	8490	36x5 S	36x6 S D
Pierce-Arrow R D	5	5400	Own R D	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40.4	R	D	162	8750	36x6 S	36x7 S D
Pierce-Arrow R F	7½	5600	Own R F	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	R	D	168	9540	36x6 S	40x8 S D
†Pierce-Arrow X B	3	3750	Own X B	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	50.2	R	R	140	6180	36x5 S	36x5 S
†Pierce-Arrow R D	5	5400	Own R D	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	R	R	132	8650	36x6 S	36x6 S
†Pierce-Arrow R F	7½	5600	Own R F	4	4½x6¾	32.4	Pw	Str	Pre	Del	B-L	U	3	Own	Wo	51.9	R	R	132	9340	36x6 S	36x7 S
Pierce-Arrow F A-1	¾–2	2450	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	52.7	4	R	140	3855	32x6	34x7 S
Pierce-Arrow F A-2	¾–2	2500	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	160	3905	32x6	34x7 S
Pierce-Arrow F A-3	¾–2	2550	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	180	3955	32x6	34x7 S
Pierce-Arrow F A-1	¾–2	2600	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	140	4055	32x6	32x6 D
Pierce-Arrow F A-2	¾–2	2650	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	160	4105	32x6	32x6 D
Pierce-Arrow F A-3	¾–3	2700	Own	6	3½x5	29.4	Pw	Str	Pre	Del	W G	U	3	Tim	St	63.7	4	R	180	4155	32x6	32x6 D
Reo Speedwagon Jr.	½	895	Con	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W G	U	3	Sal	Sp	14.63	4	Tr	115	....	28x5.25B	28x5.25B
Reo Speedwagon Ton'r	1	995	Con	6	3⅜x4	27.3	Pb	Sch	Vac	N E	Own	U	3	Own	Sp	18.478	4	Tr	123	....	30x5	30x5
Reo General Utility	1½	1345	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Own	U	3	Own	Sp	22.96	4	R	143	....	32x6	32x6
Reo St'd Speedwagon	1½	1245	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Own	U	4	Own	Sp	22.96	4	R	133	....	32x6	32x6
Reo Mast. Speedwagon	2	1345	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	W G	U	4	Own	Sp	37.62	4	R	148	....	30x5	30x5 D
Reo H. D. Speedwagon	3	1985	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	N E	Ful	U	3	Own	Sp	41.05	4	R	159	....	32x6	32x6 D
Republic 75	1¼	1435	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	124	3000	30x5	30x5
Republic 76	1½	1640	Lyc C T	4	3¾x5	22 5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	145½	3350	30x5	32x6
Republic 15	2	2545	Con J 4	4	3¾x5	22.5	Pw	Zen	Vac	A B	Ful	U	3	Eat	Ig	28.8	D	R	153	4200	S 34x4	S 34x7
Republic 15 W	2	2545	Wak V	4	4 x5	25.6	Pw	Zen	Vac	A B	Ful	U	3	Eat	Ig	28.8	D	R	153	4200	S 34x5	S 34x7
Republic 50	2	2295	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	D	R	154	4100	30x5	30x5 D
Republic 60	2½	2850	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Aut	Ful	U	4	Eat	St	22.0	D	R	163	4600	32x6	32x6 D
Republic 25	3	3190	Con K 4	4	4⅛x5¼	27.2	Pw	Zen	Vac	Bos	Ful	U	4	Eat	Ig	40.3	D	R	165	5800	S 36x5	S 36x10
Republic 25 W	3	3190	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	Bos	Br-L	U	3	Eat	Ig	40.3	D	R	165	5800	S 36x5	S 36x10
Republic 30	4½	4185	Con L 4	4	4½x5½	32.4	Pw	Zen	Vac	Bos	Ful	U	4	Eat	Ig	49.2	D	R	170	6700	S 36x5	S 36x12
Republic 30 W	4½	4185	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	Bos	Ful	U	4	Eat	Ig	49.2	D	R	170	6700	S 36x5	S 36x12
Republic 35	5	5145	Wak D U	4	4½x6¼	32.4	Pb	Str	Vac	Bos	Ful	C	8	Eat	Ig	95.5	D	R	170	7800	S 36x6	S 36x14
Rugby Fast Mail Panel	¾	975	Con	6	2⅞x4¾	47.0	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.79	4	R	110	2325f	29x5	29x5
Rugby Express	1¼	975	Con	6	2¾x4¾	40.0	Pb	Til	Vac	Aut	Own	A	4	Own	Sp	22.4	4	R	128	2530	30x5	30x5
Ruggles 18	1¼	1388	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Co 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 18	1¼	1495	Lyc S G	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Co 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 22	1½	2045	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 31	U	3	Col 5300	St	24.5	R	R	152	3600	32x6	32x6
Ruggles 30	1½	2047	Lyc 4 S G	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Br-L 31	U	3	Eat 1504	St	29.7	R	R	160	4250	32x6	32x6 D
Ruggles 22 H	2	2345	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	152	3900	32x6	34x7
Ruggles 25	2	2662	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	158	4000	32x6	34x7
Ruggles 42	2½	2565	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 6600 B	D R	37.4	R	R	152	4300	34x4 S	34x8 S
Ruggles 45	3	3195	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 8800 B	D R	42.0	R	R	148	5200	36x5 S	36x10 S
Selden 17	1½	1446	Con 18 E	6	3¾x4	27	Pb	Zen	Vac	Aut	W G	U	3	Col	St	Opt.	4	D	142	3750	30x5	30x5
Selden 27	1¼	1925	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	3	Cla 365	St	Opt.	R	R	142	4300	30x5	30x5
Selden 37 C	2½	1750	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Cla 501	St	Opt.	R	R	151	4600	30x5	30x5 D

(KEY TO ABBREVIATIONS AND TABLE CONTINUED ON NEXT PAGE)

Increase in Cars On Farms in Iowa Is 4,150 Over 1926

Des Moines, Aug. 2.—Indicative of the improved conditions in Iowa, the State Department of Agriculture states the number of automobiles on farms in the state increased in the past year so there are now more than one per farm.

The number of automobiles owned on farms in 1927 was 212,973, an increase of 4,150 over the preceding year, and more than the number of farms in Iowa.

Iowa farmers in 1927 owned 45,195 tractors, not quite one for each four farms, but 4,583 more than in the preceding year.

There were 76,032 radios on the farms, 10,566 more than in the preceding year. Indications are that there has been a further increase for 1928 in automobiles, tractors and radios.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

WISCONSIN AXLES

In road work, on long distance hauls, in bus service—Wisconsin Axles succeed because of their ability to withstand heavy loads, road shocks and gruelling speed. They are built for that purpose.

WISCONSIN PARTS CO. Oshkosh, Wis.

LEAVE FOR EUROPE. Mr. and Mrs. Clifford E. Dutcher of Brooklyn (at left) sailed for Batavia, Java, on the Minnetonka from New York city on their honeymoon a few days ago. Mr. Dutcher will represent General Motors in Java. On the same ship were Walter G. Stewart, chief engineer of operations for General Motors in Australia, with his wife. They are en route for Melbourne after a vacation here.

Lansing, Mich., Aug. 2.—Employment in eighteen leading factories dropped 129 during the past week, as compared with the preceding week, according to figures made public by F. A. Hutty, statistician of the Chamber of Commerce. However, in the same week a year ago there were 405 fewer employed.

Major Specifications and Mechanical Details of 1928 Commercial Car Built in the United States

(CONTINUED FROM PRECEDING PAGE)

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cylnds	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
Selden 39	2¼	2700	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Cla 600	St	Opt.	R	R	149	5140	32x6	32x6 D
Selden 47	3-4	3600	Con 6 B	6	3¾x5	33.75	Pw	Str	Vac	Aut	Br L	U	4	Cla 720	St	Opt.	R	R	165	5550	32x6	32x6 D
Selden 67	4	4800	Con 8 T	6	4⅛x5¼	40.84	Pw	Str	Vac	Aut	Br L	A	7	Wis	D R	Opt.	R	R	165	8550	34x7	38x9
Selden 77	5-7	5500	Con 8 T	6	4⅛x5¼	40.84	Pw	Str	Vac	Aut	Br L	A	7	Wis	D R	Opt.	R	R	211	8700	36x8	36x6 S D
Selden 2 X	2	2775	Con C 15	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Wis	D R	Opt.	R	R	120	4400	34x5	34x5 D
Selden 4	4	3795	Con 6 B	6	3¾x5	33.75	Pw	Str	Vac	Aut	Br L	U	4	Wis	D R	Opt.	R	R	130	5760	34x7	34x7 D
Selden 22	21-P.	2750	Con C 15	6	3⅜x4⅝	27	Pw	Str	Vac	N E	Br L	U	4	Cla 501	St	Opt.	R	R	184	4400	32x6	32x6
Selden 42	25-P.	3900	Con 6 B	6	3¾x5	33.75	Pw	Str	Vac	N E	Br L	U	4	Cla 720	St	Opt.	R	R	210	5890	32x6	32x6 D
Service 25 H	1	2090	Buda WTU	4	3¾x5⅛	22.5	Pb	Zem	Vac	Rem	Br-L	U	3	Tim	St	30.8	R	R	146	3900	32x6 P	32x6 P
Service 61	2½	3480	Buda DW-6	6	3¾x5	33.7	Pb	Zem	Vac	Eis	Br-L	U	4	Tim	Wo	41.5	D	R	156	6126	36x4 S	36x10 S
Service 81	3½	4600	Buda YBUI	4	4½x6	32.4	Pb	Str	Vac	Eis	Br-L	A	7	Tim	Wo	74.0	R	R	173	8080	36x5 S	36x12 S
Service 103	5	5300	Buda YBUL	4	4½x6	32.4	Pb	Str	Vac	Eis	Br-L	A	7	Tim	Wo	97.3	R	R	173	9350	36x6 S	40x14 S
Standard 2½ K	2½-3¼	3200	Con K-4	4	4⅛x5¼	27.2	Pb	Str	Vac	Aut	Br-L 35	A	4	Tim 65600	Sp Wo	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½-5	4350	Con L-4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L	A	7	Tim 66700	Sp Wo	83	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5-7	5250	Con B-5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L 60	A	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
Stewart Buddy	¾	895	Con	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	St	30.0	R	D	118	2250	30x5.25B	30x5.25B
Stewart Buddy	1	985	Con	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	St	30.0	R	D	128	2550	30x5	30x5
Stewart 16	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	24.0	4	D	130	2700	32x6	32x6
Stewart 16 X	1¼	1295	Lyc	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	24.0	4	D	130	2800	32x6	32x6
Stewart 24	1½	1645	Lyc C T	4	4 x5	25.6	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	27.3	4	D	145	3550	30x5	30x5 D
Stewart 24 X	1½	1645	Lyc S	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	27.3	4	D	145	3650	30x5	30x5 D
Stewart 25	2	1975	Lyc C T	4	4 x5	25.6	Pb	Str	Gra	Rem	Ful	U	3	Tim	St	27.3	4	D	145	3750	32x6	34x7
Stewart 25 X	2	1975	Lyc S	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Tim	St	27.3	4	D	145	3850	32x6	34x7
Stewart 18 X	2½	2490	Lyc T	6	3⅝x5	31.5	Pb	Str	Vac	Rem	Ful	U	3	Tim	Wo	29.0	4	D	165	4930	32x6	32x6 D
Stewart 19 X	3	3490	Lyc	6	3⅞x5	..	Pb	Strom	Vac	Remy	Ful	U	4	Tim	Wo	34.8	4	—	165	5375	36x5 S	36x10 S
Stewart 22	4	4200	Lyc	6	3⅞x5	36.2	Pb	Str	Gra	Rem	Ful	U	4	Tim	Wo	80.75	R	D	165	7000	36x5 S	36x12 S
Studebaker GE-B	¾	925	Own	6	3⅜x4½	27.3	P	C Str	P	Rem	Own	U	3	Own	S B	14.9	4	Js	113	2590	32x6 B	32x6 B
Studebaker "75" Jr.	2½	2410	Own	6	3⅞x5	36.0	P	C Ball	P	Rem	Ful	U	3	Eat	S B	20.8	4	Js	158	4504	32x6.75B	32x6.75B
Studebaker "76" Spec.	3	2775	Own	6	3⅞x5	36.0	P	C Ball	P	Rem	Ful	U	3	Eat	S B	20.8	4	Js	184	4765	32x6.75B	32x6.75B
Studebaker "75" H. D.	3½	3275	Own	6	3⅞x5	36.0	P	C Ball	P	Rem	Ful	U	3	Eat	S B	26.5	4	Js	184	5290	34x7.50B	34x7.50B
Velie 33	¾	1165	Own 56	6	3 3/16x4¼	24.5	Pw	Strom	Vac	Aut	War-G	U	3	Own ½	Sp	4.9	4	Tr	112	2352	30x5.25	30x5.25
Velie 40	1½	1595	Own 40	6	3 3/16x4⅝	24.4	Pw	Strom	Vac	Remy	War-G	U	3	Col ½	Sp	17.8	4	Tr	148	4198	32x6.75	34x7
Victor 25	1½	1490	Cont	6	2⅞x4¾	19.8	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	18.1	4	D	131	3000	30x5	30x5
a-Victor 41	2	2300	Cont	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Cov	U	4	Tim	Sp	40.1	4	D	154	3400	32x6	34x7
a-Victor 71	3-3½	4085	Her	4	4¼x5¾	28.9	Pb	Zen	Gra	Rem	Cov	U	4	Tim	Wo	—	R	R	162	5800	36x6	36x6 D
Victor 80	4-4½	4755	Her	6	4 x5¾	38.2	Pb	Zen	Vac	—	Cov	U&C	9	Wis	D R	—	R	R	160	7000	36x5 S	36x12 S
Victor 80	4-4½	4605	Her	4	4½x5¾	32.4	Pb	Zen	Vac	—	Cov	U&C	9	Wis	D R	—	R	R	160	7000	36x5 S	36x12 S
Whippett 96	¾	370	Own 96	4	3⅛x4⅜	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	...	..	..	100¼	....	28x4.75	28x4.75
White 15 B	1	1545	Own GK	4	3¾x5⅛	22.5	G	S Zen	Vac	—	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
White 57	1¼	2725	Own GRC	4	4 x5¾	25.6	P	W Zen	Vac	—	Own	U	4	Own	Sp	19.3	R	R	141	3774	32x6	32x6
White 20-A	1½	2125	Own GK	4	3¾x5⅛	22.5	G	S Zen	Vac	—	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
White 56	2	3125	Own GRC	4	4 x5¾	25.6	P	W Zen	Vac	—	Own	U	4	Own	Sp	26.1	R	D	165	5157	36x4 S	36x7 S
White 51-A	2½	3750	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
White 55	3½	4650	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Ig	50.4	D	R	174	8402	36x5 S	40x5 S D
White 52-T	3½	4700	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Ig	58.4	D	R	129½	8126	36x5 S	40x5 S D
White 52	5	5100	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	5	Own	Ig	91.9	D	R	174	9184	36x6 S	40x12 S
White 58	3	4400	Own GRB	4	4¼x5¾	28.9	P	W Zen	Vac	—	Own	U	4	Own	IG	49.5	D	A	180	7400	36x5 S	36x5 S D
Willys-Knight T-100	1	1095	Own	6	2 1/16x3⅞	20.7	Pw	Til	Vac	Aut	Own	U	3	Tim 5260	Sp	19.35	4	R	130	2700	30x5	30x5
Willys-Knight 15	1½	1545	Own	6	2 1/16x4⅜	20.7	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2 1/16x4⅜	20.7	Pb	Til	Vac	Aut	Ful DU	U	3	Eat 1002	Sp	24.3	..	..	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	St	26.81	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K T G	6	3⅜x4¾	27.34	Pb	Til	Vac	Aut	Ful DU	U	3	Eat 1504	Sp	26.81	..	..	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.38	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K T G	6	3⅜x4¾	27.34	Pw	Til	Vac	Aut	Ful GU	U	4	Wis 6617-B	D R	30.38	..	..	164	5020	32x6	32x6 D
Yel. Ch. XC	2	4250	Yel Knght	6	3½x4½	29.4	Pb	Zen	Vac	N E	Br-L	U	4	Own	Sp	26.0	4	R	210	4850	32x6	32x6 D
Yel. Ch. Z6-200	4	6250	Yel Knght	6	4¼x4½	43.35	Pb	Zen	Vac	N E	Br-L	C	4	Own	Wo	25.9	R	R	200	6650	36x6	36x6 D
Yel. Ch. Z6-230	4	6550	Yel Knght	6	4¼x4½	43.35	Pb	Zen	Vac	N E	Br-L	C	4	Own	Wo	31.1	R	R	230	7500	36x6	36x6 D

KEY TO ABBREVIATIONS IN TABLE

Note: Capacity of less than one ton stated in pounds; chassis weight stated in pounds. Wheel bases given are standard, but in many cases optional lengths are available. Tires, where not otherwise indicated, are pneumatic.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION — Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings including wrist-pins; P&S, pressure with splash; CS, circulating splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION — Br L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral Bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rear wheels; D, Drive Shaft; 4, Four-wheel; Tr, Transmission, exact location not given.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

*—Also made with 7-speed transmission.

**—Chassis also available with worm-driven axle.

1—Two-speed axle.

F—Panel body.

t—Tractor.

a—Note on Victor line; Model 41 may be had also with 4-cyl. Hercules engine, 4x5 rated 25.6-H.P. Model 71 is available with Continental engine 6-cyl. 3¾x4½, rated 33.7-H.P., or Continental 6-cyl. engine 3¾x5, rated 33.7-H.P.

Buick's Success Told by Strong at Banquet in Flint

(Continued from page 1)

heads must support and co-operate with the younger for the purpose of developing the younger into stronger and better men.

"There are many outstanding examples of what co-operation will do," Mr. Strong said. "We have in our midst tonight a family of brothers who are unparalleled by any other group of brothers on earth when it comes to co-operation in striving for one purpose—our honored guests the Fisher brothers.

"Co-operation is an outstanding factory in the daily life of our worthy president, Alfred P. Sloan, Jr."

Other speakers were Charles F. Kettering, Fred W. Green, governor of Michigan; Cady B. Durham, Buick vice-president and assistant general manager, and C. S. Mott, vice-president of General Motors.

The city was in gala attire in celebration of Buick's twenty-fifth birthday, and crowds estimated at 100,000 participated in a huge fireworks demonstration in celebration of the event.

Car Shipments in July Set Record

(Continued from page 1)

4,481 in July, 1926, the previous July record. Increase over July last year was 2,443 cars of 95 per cent. Seven months shipments this year totaled 43,434 cars, compared with 24,877 cars in the first seven months last year, increase 18,557 cars, or 76 per cent. Hupp shipments for the first seven months this year exceeded the entire 12 months shipments of 41,-160 cars in 1927.

During the first seven months Hupp shipped 1,439 cars into Canada, against 917 in a like period last year, increase of 57 per cent. The entire 1927 shipments to Canada were 1,144 cars.

Hupp goes into August with unfilled orders for approximately 3,000 cars.

CHEVROLET

Chevrolet Motor Company produced 120,000 cars and trucks in July, which greatly exceeded any previous July in the company's history and compared with 89,589 units produced in July, 1927. During the first seven months shipments totaled 871,500 cars and trucks, compared with 697,318 a year ago.

REO

Reo Motor Car Company shipped 4,814 cars and trucks in July, compared with 3,713 in July, last year. The high record month was June this year when 6,132 cars and trucks were shipped. Shipments during the first seven months this year totaled 30,845 cars and trucks, against 29,370 in the corresponding 1927 period. Company has scheduled a minimum of 4,500 units for August shipment.

HUDSON

Hudson Motor Car Company produced and shipped 25,206 Hudson and Essex cars in July, which brings the total to 208,271 cars, or the largest seven months' total in the company's history.

NASH

Nash Motor Company July shipments totaled 17,891 cars, which is the second biggest month in the company's history and a record for a July month. Orders for August amount to 32,360 cars thus far.

JORDAN

Shipments by the Jordan Motor Company in July totaled 230 cars, as against June shipments of 301 units.

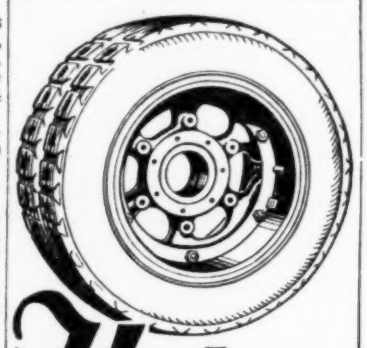
FORBES EXPLAINS DELAY IN STUDEBAKER MERGER

New York, Aug. 2.—The absence of stockholders from town on vacations and the fact that a great deal of stock is in the name of others than owners was ascribed yesterday by M. E. Forbes, president of the Pierce-Arrow Motor Car Company, to the delay in forwarding of the proxies for the merger with the Studebaker Corporation.

The special meeting on August 7 to vote on the proposed sale of control to Studebaker, Mr. Forbes hoped, would see enough proxies obtained to assure the success of the plan. The situation was compared with the Dodge stock deposits and it was pointed out that since the Pierce-Studebaker affiliation was to be brought about through proxies the situation which arose in the market for the Dodge stock could not be duplicated in his company's shares.

GAS UP 2 CENTS IN DENVER

Denver, Aug. 2.—All companies have advanced gasoline 2 cents a gallon in Denver, making the new retail price of the major distributors 22 cents, including the 3-cent road tax.



Hot TIRES

WHAT CAN BE DONE for bus and truck tires which burn up long before their maximum mileage is obtained? The most practical solution is to dissipate the heat through the use of Dayton Steel Wheels.

The patented, Dayton design gives maximum air circulation and utmost ventilation. Cool air rushes through the broad arches, cooling the brake drums and tires. Air circulates through the revolving wheel, in almost the same manner as air is whipped through an electric fan. How much air could you get out of a fan made from a solid piece of metal, without openings?

Dayton Dual Pneumatic Wheels can be furnished for practically every bus and truck axle.

Write for Specific Information

THE DAYTON STEEL FOUNDRY CO.
Dayton, Ohio

Dayton
DUAL PNEUMATIC
STEEL WHEELS

Take That Jack Rabbit Out of Your Car

Stop that galloping, jumping and jarring with

Bear Flexible Snubbers

They do the work other Snubbers are supposed to do—*but don't*

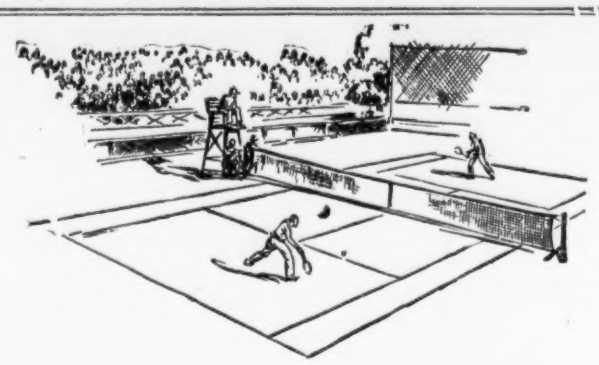
Complete Set of 4, Only $10.00

Positively guaranteed to give satisfaction or money back

Takes only 15 minutes to install

Write for Special Discount

BEAR MFG. COMPANY
Rock Island, Ill.



9160 DAVIS CUP CHAMPIONSHIPS could be played in DUNLOP CITY

THE world's tennis championship was decided this year at Roland Garres, near Paris, France. The entire stadium covers about 11 acres. Yet Dunlop's productive properties, if combined into one place, would form a "Dunlop City," of over 100,000 acres—big enough for 9160 stadiums like Roland Garres.

Over 40 years of steady success have made Dunlop so immense. To attain such success, the road records of Dunlop tires must have been far above the ordinary. But what caused that?

Simply this: Dunlop possesses advantages in tire-making such as no other maker can equal. Owning its own vast rubber plantations . . . with $195,000,000 in resources, 40 years' tire-building experience, and 45,000 craftsmen . . . Dunlop is in a unique position to make consistently *better* tires.

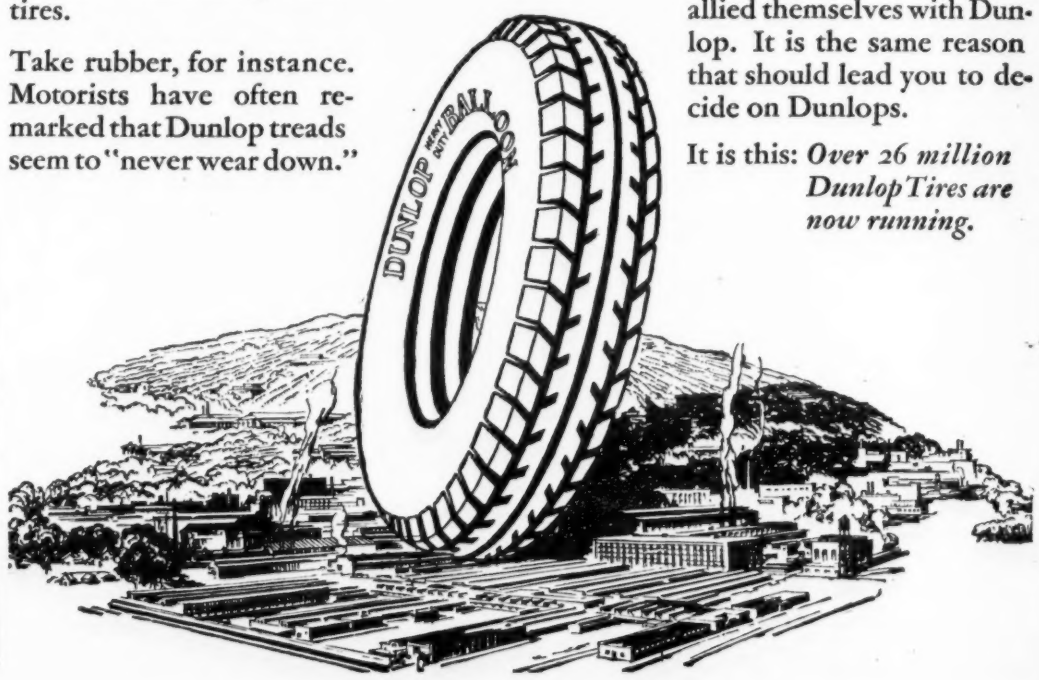
Take rubber, for instance. Motorists have often remarked that Dunlop treads seem to "never wear down." This amazing toughness is brought about by scientific blends of different types of rubber. To make doubly sure, Dunlop analyzes every batch that comes off the rubber mill . . . before it goes into the tire.

On top of the constant laboratory work of chemists and engineers, Dunlop runs over a million miles of road tests every year. The test fleet reveals more than actual mileage on steady runs. It scientifically studies the effect of quick starting and sudden braking in this stop-and-go age.

This extreme thoroughness makes for freedom from trouble. This is one reason why Dunlop has attracted such outstanding dealers . . . dealers who are able and anxious to render superb service.

But there is an even better reason why 60,000 good dealers have allied themselves with Dunlop. It is the same reason that should lead you to decide on Dunlops.

It is this: *Over 26 million Dunlop Tires are now running.*



ANNOUNCING

REVIEW and REFERENCE

NUMBER

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